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SECOND SESSION OF THE TWELFTH PARLIAMENT

OF THE

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1. Report of the Auditor General for the year ended 31st March, 1912 Volume 1, Parts A to J. Volume II, Parts K to U. Volume III, Parts V to Y. Presented by Hon. Mr. White, 14th January, 1913.

Printed for distribution and sessional papers.

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2. The Public Accounts of Canada, for the fiscal year ended 31st March, 1912. Presented by Hon. Mr. White, 26th November, 1912.

Printed for distribution and sessional papers.

3. Estimates of sums required for the service of the Dominion for the year ending 31st March, 1914. Presented by Hon. Mr. White, 3rd February, 1913.

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4. Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1913. Presented by Hon. Mr. White, 10th March, 1913.

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6. List of Shareholders in the Chartered Banks of the Dominion of Canada as on December 31, 1911. Presented by Hon. Mr. White, 26th November, 1912.

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7. Report on dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of the Dominion of Canada, for five years and upwards prior to 31st December, 1911. Presented by Hon. Mr. White, 26th November, 1912.

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8. Report of the Superintendent of Insurance for year ended 1912. Presented by Hon. Mr. White.. .. ..*Printed for distribution nd sessional papers.*

9. Abstract of Statements of Insurance Companies in Canada for the year ended 1912. Presented by Hon. Mr. White.. .. .. ..*Printed for distribution and sessional papers.*

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10. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1912. (Part I.—Canadian Trade). Presented by Hon. Mr. Foster, 30th January, 1913. *Printed for distribution and sessional papers.*

10*a*. Report of the Department of Trade and Commerce, for the year ended 31st March, 1912. (Part II.—Canadian Trade with (1) France, (2) Germany, (3) United Kingdom, and (4) United States). Presented by Hon. Mr. Foster, 12th December, 1912. *Printed for distribution and sessional papers*

10*b*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1912. (Part III.—Canadian Trade with Foreign Countries, except France, Germany, the United Kingdom and United States). Presented by Hon. Mr. Foster, 15th January, 1913.. .. ..*Printed for distribution and sessional papers.*

10*c*. Report of the Department of Trade and Commerce, for the fiscal year ended 31st March, 1912. (Part IV.—Miscellaneous Information). Presented by Hon. Mr. Reid, 17th February, 1913.. ... .*Printed for distribution and sessional papers.*

10*d*. Report of the Board of Grain Commisioners for Canada. Presented by Hon. Mr. Foster, 3rd February, 1913.. .. ..*Printed for distribution and sessional papers.*

10*e*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March 1912. (Part VI.—Subsidized Steamship Services). Presented, 1913. *Printed for distribution and sessional papers.*

10*f*. Report of Trade and Commerce for fiscal year ended 31st March, 1912. (Part VII.—Trade of Foreign Countries, Treaties and Conventions). Presented, 1913. *Printed for distribution and sessional papers*

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13. Report of the Department of Inland Revenue for year ended 31st March, 1912. (Part II.—Inspection of Weights and Measures, Gas and Electricity). Presented by Hon. Mr. Nantel, 25th November, 1912.. .. ..*Printed for distribution and sessional papers.*

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16. Report of the Director and Officers of the Experimental Farms for the year ending 31st March, 1912. Presented by Hon. Mr. Burrell, 14th January, 1913.
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17. Criminal Statistics for the year ended 30th September, 1911, (Appendix of the Report of the Minister of Agriculture, for the year 1911). Presented by Hon. Mr. Borden, 2nd June, 1913... .. ..*Printed for distribution and sessional papers.*

18. Return of the Twelfth General Election for the House of Commons of Canada, held on the 14th and 21st of September, 1911. Presented by Hon. The Speaker, 27th November, 1912.. .. ..*Printed for distribution and sessional papers.*

18*a*. Return of By-Elections (Twelfth Parliament) for the House of Commons of Canada, held during the year 1912. Presented by Hon. The Speaker, 10th March, 1913.
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19. Report of the Minister of Public Works on the works under his control for the fiscal period ended 31st March, 1912. Part I. Presented by Hon. Mr. Rogers, 4th December, 1912. Part II. Ottawa River Storage and Geodetic Levelling.
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20*e*. Express Statistics of the Dominion of Canada, for the year ended 30th June, 1912. Presented by Hon. Mr. Cochrane, 12th February, 1913.
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22. Forty-fifth Annual Report of the Department of Marine and Fisheries, 1912,—Fisheries. Presented by Hon. Mr. Hazen, 5th December, 1912.
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30. The Civil Service List of Canada, 1912. Presented by Hon. Mr. Coderre, 3rd December, 1912.. .. ..*Printed for distribution and sessional papers.*

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34. Report of the Minister of Justice as to Penitentiaries of Canada, for the fiscal year ended 31st March, 1912. Presented by Hon. Mr. Doherty, 27th November, 1912.
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35. Report of the Militia Council for the fiscal year ending 31st March, 1913. Presented by Hon. Mr. Hughes, 14th January, 1913. ..*Printed for distribution and sessional papers.*

36. Report of the Department of Labour for the fiscal year ending 31st March, 1912. Presented by Hon. Mr. Crothers, 28th November, 1912.
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36a. Fifth Report of the Registrar of Boards of Conciliation and Investigation of the proceedings under "The Industrial Disputes Investigation Act, 1907," for the fiscal year ending 31st March, 1912. Presented by Hon. Mr. Crothers, 28th November, 1912.
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38. Report of the Department of the Naval Service, for the fiscal year ending 31st March, 1912. Presented by Hon. Mr. Hazen, 28th November, 1912.
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39. "Miscellaneous Unforeseen Expenses," from the 1st April, to the 21st November, 1912, in accordance with the Appropriation Act of 1912. Presented by Hon. Mr. White, 25th November, 1912... .. ..*Not printed*

40. Statement of Treasury Board over-rulings, under Section 44, Consolidated Revenue and Audit Act. Presented by Hon. Mr. White, 26th November, 1912... .. ..*Not printed.*

41. Statement in pursuance of Section 17 of the Civil Service Insurance Act, for the year ending 31st March, 1912. Presented by Hon. Mr. White, 26th November, 1912.
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42. Statement of Receipts and Expenditures of the Ottawa Improvement Commission to 31st March, 1912. Presented by Hon. Mr. White, 26th November, 1912.....*Not printed.*

43. Statement of Governor General's Warrants issued since the last Session of Parliament on account of 1912-13. Presented by Hon. Mr. White, 26th November, 1912.
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44. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ending 31st December, 1912, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy is filled by promotion or by appointment, and salary of any new appointee. Presented by Hon. Mr. White, 26th November, 1912.. .. ..*Not printed*

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45*a*. Return to lands sold by the Canadian Pacific Railway Company during the year which ended on the 1st October, 1912. Presented by Hon. Mr. Roche, 14th January, 1913.. .. ..*Not printed*

45*b*. Return to an Address to His Royal Highness the Governor General of the 27th January, 1913, for a copy of all applications made by the Canadian Pacific Railway Company for authorization to make new issue of stock, addressed to the Governor in Council, and of all correspondence with regard to the same. Presented 16th April, 1913, by Sir Wilfrid Laurier.. .. ..*Not printed*

46. Return to an Order of the House of the 18th March, 1912, for a copy of all reports made by the Inspector of Agents for placing Immigrants, both domestic servants and farm labourers, in Ontario and Quebec, during the years 1910 and 1911. Presented 27th November, 1912, by Mr. Sutherland.. .. ..*Not printed.*

47. Return to an Order of the House of the 11th March, 1912, for a copy of all letters, telegrams and other papers in connection with complaints of whatever nature against Commission Agents for placing farm labourers in Ontario, also officials connected with any agency in Ontario, during the year 1910 and 1911. Presented 27th November, 1912 by Mr. Sutherland.. .. ..*Not printed*

48. Copy of Order in Council No. P. C. 1275, dated 13th May, 1912, "Award of compensation to men belonging to the Royal Canadian Navy, who may be permanently disabled though injuries or illness contracted during drill, training or on duty." Presented by Hon. Mr. Hazen, 27th November, 1912.. .. ..*Not printed.*

48*a*. Copies of plans included in the tender of Messrs. Cammel, Laird & Company, dated 29th April 1911, for the construction of ships for the Canadian Naval Service. Presented by Hon. Mr. Hazen, 18th December, 1912.. .. ..*Not printed.*

48*b*. An Act respecting the Naval Service of Canada." (Copy of Order in Council, No. P. C. 126 dated 20th January, 1913, "Amendment to the Regulations for the Entry of Naval Cadets)." Presented by Hon. Mr. Hazen, 4th February, 1913.. ..*Not printed.*

49. Regulations under "The Destructive Insect and Pest Act." Presented by Hon. Mr. Burrell, 28th November, 1912.. .. ..*Not printed.*

50. Statement of the affairs of the Royal Society of Canada, for the year ended 30th April. 1912. Presented by Hon. Mr. White, 29th November, 1912.. .. ..*Not printed.*

51. Ordinances of the Yukon Territory passed by the Yukon Council in the year 1912. Presented by Hon. Mr. Coderre, 3rd December, 1913.. .. ..*Not printed*

52. Return of Orders in Council which have been published in the *Canada Gazette*, between 1st August, 1911, and 30th September, 1912, in accordance with the provisions of Section 77 of the Dominion Lands Act, Chapter 20 of the Statutes of Canada, 1908. Presented by Hon. Mr. Roche, 5th December, 1912.. .. ..*Not printed.*

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52*a*. Return of Orders in Council passed between the 1st August, 1911, and 30th September, 1912, in accordance with the provisions of Section 5 of the Dominion Land Survey Act, Chapter 21, 7-8 Edward VII. Presented 5th December, 1912, by Hon. Mr. Roche
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52*b*. Return of Orders in Council which have been passed and published in the *Canada Gazette* and in the British Columbia *Gazette*, between 1st August, 1911, and 30th September, 1912, in accordance with provisions of Subsection (*d*) of Section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile Railway Belt in the Province of British Columbia. Presented by Hon. Mr. Roche, 5th December, 1912.. .. ..*Not printed*

52*c*. Return to an Order of the House of the 24th February, 1913, for a copy of all regulations issued by the Minister of the Interior, relating to the disposition of Dominion lands between 8th April, 1905, and 12th October, 1911. Presented by Hon. Mr. Roche. 25th March, 1913.. .. ..*Not printed.*

53. A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (28th November, 1911) submitted to the Parliament of Canada under Section 32 of Chapter 19, of the Revised Statutes of Canada. 1906. Presented by Hon. Mr. Coderre, 4th December, 1912.. .. ..*Not printed.*

54. Annual Return respecting Trade Unions under Chapter 125, R.S.C., 1906. Presented by Hon. Mr. Coderre, 4th December, 1912... .. ..*Not printed.*

55. Deliberation of the Canada-West Indies Conference, and Agreement between Canada and certain of the West India Colonies. Presented by Hon. Mr. Foster, 4th December, 1912.. .. ..*Printed for distribution and sessional papers*

56. Orders in Council passed between the 1st August, 1911, and 30th September, 1912, in accordance with the provisions of the Rocky Mountains Park Act, Chapter 60, Revised Statutes of Canada, 1906. Presented by Hon. Mr. Rogers, 4th December, 1912.
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56*a*. Return of Orders in Council passed between the 1st August, 1911, and 30th September, 1912, in accordance with the provisions of the Forest Reserves and Park Act, Section 19, of Chapter 10, 1-2 George V. Presented by Hon. Mr. Roche, 5th December, 1912.
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57. Report of the Public Service Commission. Presented by Hon. Mr. Borden, 9th December, 1912. Parts I, II, and III.. .. ..*Printed for distribution and sessional papers.*

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57*a*. Report on the organization of the Public Service of Canada, by Sir George Murray. Presented by Hon. Mr. Borden, 18th December, 1912.
Printed for distribution and sessional papers.

58. Report of the proceedings for the preceding year of the Commissioners of Internal Economy of the House of Commons, pursuant to Rule 9. Presented by Hon. The Speaker, 9th December, 1912.. .. ..*Not printed.*

59. Schedules of Trade Transactions between the West Indies and Canada, the United States and the United Kingdom, compiled from the West Indian blue books and statistics. Presented by Hon. Mr. Foster, 12th December, 1912.
Printed for distribution and sessional papers.

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59*a*. Trade Statistics of Imports and Exports in possession of the Government, *re* British West Indies. (*Senate*).. .. ..*Not printed.*

60. Return showing correspondence concerning the calling for tenders for the Ships of War of Canada, together with copies of tenders. Presented by Hon. Mr. Hazen, 12th December, 1912.. .. ..*Not printed.*

61. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, telegrams, reports and documents relating to the dismissal of John R McDonald, Heatherton, Antigonish County, as Indian agent for the district including the Counties of Antigonish and Guysborough, and the appointment of his successor. Presented 4th January, 1913.—*Mr. Chisholm* (*Antigonish*).. .. ..*Not printed.*

61*a*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dr. C. P. Bissett, Physician to the Indians at Salmon River, Richmond County, N.S. Presented 14th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*b*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Michael Murphy, postmaster at Point Micheau, Richmond County, N.S. Presented 4th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*c*. Return to an Order of the House of the 9th December, 1912, for copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of David A. McLeod, Postmaster at Cleveland, Richmond County, N.S. Presented 14th January.—*Mr. Kyte*.. .. ..*Not printed.*

61*d*. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, letters, complaints, telegrams, reports, and other documents in the possession of the Post Office Department relating to the dismissal of John Milward, Postmaster at Stormont, Guysborough County, N.S. Presented 14th January, 1913.—*Mr. Sinclair.*
Not printed.

61*e*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents, relating to the dismissal of Kenneth F. McAskill, Postmaster at Loch Lomond, Richmond County, N.S. Presented 14th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*f*. Return to an Address to His Royal Highness the Governor General of the 25th March, 1912, for a copy of all letters, telegrams, memorandums and Orders in Council, relating to the dismissal of Mr. W. W. Hayden, late wharfinger of the government wharf at Digby, Nova Scotia. Presented 14th January, 1913.—*Mr. MacLean* (*Halifax*).
Not printed.

61*g*. Return to an Order of the House of the 11th December, 1912, for a copy of all complaints and charges made against W. B. Langley, assistant at Lobster Hatchery, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal and the appointment of a successor. Presented 14th January, 1913.—*Mr Sinclair*.. .. ..*Not printed.*

61*h*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Fred. E. Cox, engineer lobster hatchery at Isaac's Harbour, Guysborough County, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same. Presented 14th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*i*. Return to an Order of the House of the 11th December, 1912, for a copy of all complaints and charges made against Simon Hodgson, engineer lobster hatchery at Isaac's Harbour, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal and the appointment of a successor. Presented 14th January 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*j*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Henry Henlow, chief engineer at lobster hatchery at Canso, Guysborough County, N.S. Presented 14th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*k*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of H. C. V. LeVatte, harbour master at Louisburg, Cape Breton South, N.S., and of evidence taken and report of investigations held by H. P. Duchemin, in regard to the same. Presented 14th January, 1913.—*Mr. Carroll*.. .. ..*Not printed.*

61*l*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John Cummings, assistant at the lobster hatchery at Isaac's Harbour, Nova Scotia, and of evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 14th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*m*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of W. G. Matthews, coxswain, lifeboat crew at Canso, Guysborough County, N.S., and all evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 14th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*n*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relating to the dismissal of Joseph Shean, harbour master at North Sydney, N.S., in the riding of North Cape Breton and Victoria. Presented 14th January, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61*o*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents, relating to the dismissal of George H. Sampson, keeper of the storm signal at Lower L'Ardoise, Richmond County, N.S. Presented 14th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*p*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Alexis Vigneau, captain of the patrol boat at Arichat, Richmond County, N.S. Presented 14th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*q*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, Orders in Council and all other papers or documents in any way relating to the dismissal of Emeri Thivierge, from the position of fisheries inspector for the Counties of Prescott and Russell. Presented 14th January, 1913.—*Mr. Murphy*.. .. ..*Not printed.*

61*r*. Return to an Order of the House of the 9th December, 1912, for a return showing all the public officers of the Inland Revenue Department in the County of St. Jean Iberville, removed by the present Government since 1st May, 1912, together with the names and duties of such persons, the reasons of their dismissal, the nature of the

CONTENTS OF VOLUME 27—*Continued.*

complaints against them, the names of the persons who brought these complaints; also a copy of all correspondence relating thereto, and of the reports of inquiries in the cases where such have been held. Presented 14th January, 1913.—*Mr. Demers.*
Not printed.

61*s*. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, complaints, petitions, memoranda, notes of evidence, reports of investigations and other documents in the possession of the Department of Inland Revenue regarding the dismissal of J. Fabien Bugeaud, Bonaventure, Quebec, assistant inspector of weights and measures in the Quebec district, and the appointment of his successor or successors, with the names, residence, salaries and duties; also of all documents relating to A. B. Caldwell, New Carlisle, Quebec, joint assistant inspector with J. Fabien Bugeaud, and the duties assigned to him, together with a copy of all recommendations for said new appointment. Presented 14th January, 1913.—*Mr. Marcil (Bonaventure)*.. .. ..*Not printed.*

61*t*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, Orders in Council and all other papers or documents in any way relating to the dismissal of Duncan McArthur, from the Annuities Branch, while the said branch was attached to the Department of Trade and Commerce. Presented 15th January, 1913.—*Mr. Murphy*.. .. ..*Not printed.*

61*u*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports, recommendations and evidence taken under investigation by Dr. Shentliff, relating to the dismissal of Charles O. Jones, postmaster of Bedford, County of Missisquoi. Presented 15th January, 1913.—*Mr. Kay.*
Not printed.

61*v*. Return to an Order of the House of the 1st April, 1912, for a copy of all letters, telegrams, complaints or other papers or documents in the possession of the Government or any department thereof, relating to the dismissal of Archibald Barss, postmaster, New Harbour, West, Guysborough County, N.S. Presented 15th January 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*w*. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, documents, recommendation and other reports respecting the dismissal of Dr. A. Allaire as surgeon of the penitentiary of St. Vincent de Paul, and also respecting the payments of his gratuities, superannuation or retiring allowance. Presented 15th January, 1913.—*Mr. Wilson (Laval)*.. .. ..*Not printed*

61*x*. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, documents, recommendations and reports respecting the dismissal of Oscar Beauchamp as warden of the penitentiary of St. Vincent de Paul, and also respecting the payments of his gratuities, superannuation or retiring allowance. Presented 15th January, 1913.—*Mr. Wilson (Laval)*.. .. ..*Not printed.*

61*y*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of John McDonald, freight handler and checker Intercolonial railway at Sydney Mines Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 16th January, 1913.—*Mr. Mackenzie*.. .. ..*Not printed.*

61*z*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents and reports relating to the dismissal of Allan Kinney, of Linwood, Antigonish County, Nova Scotia, a sectionman on the Intercolonial rail-

CONTENTS OF VOLUME 27—*Continued.*

way, and for a statement in detail of the expenses in connection with the investigation of the charges against him. Presented 16th January, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

61*aa*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents and reports relating to the dismissal of Charles Landry, of Pomket, Antigonish county, Nova Scotia, a sectionman on the Intercolonial railway, and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 16th January, 1913.—*Mr. Chisholm (Antiginish)*.. .. ..*Not printed.*

61*bb*. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, documents, reports, correspondence, &c., relating to the dismissal of Patrick Decoste, an employee on the ferry steamer *Scotia* between Mulgrave and Point Tupper on the Intercolonial railway. Presented 16th January, 1913.. .. ..*Not printed*

61*cc*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Harry E. McDonald, assistant engineer at St. Peters Canal, Richmond County, N.S Presented 13th January, 1913.—*Mr. Kyte.*

61*dd*. Return to an order of the House of the 9th December, 1912, for a copy of all letters, papers, documents, telegrams, and charges relating to a complaint against Neil Ross sectionman on the Intercolonial railway at West River, County of Pictou, and of the evidence taken at the investigation, of the report of the commissioner thereon, and of all letters, papers or other documents relating to the appointment of his successor. Presented 16th January, 1913.—*Mr. Macdonald*.. .. ..*Not printed.*

61*ee*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents and reports relating to the dismissal of James Armstrong, of Heatherton, Antigonish County, N.S., a sectionman on the Intercolonial railway, and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 16th January, 1913.—*Mr. Chisholm (Antigonish)*. *Not printed.*

61*ff*. Return to an Order of the House of the 4th December, 1912, for a copy of all letters, telegrams and other documents, relating to the dismissal of Thomas J. Gray, as car inspector on the Intercolonial railway at Westville, County of Pictou. Presented 16th January, 1913.—*Mr. Macdonald*.. .. ..*Not printed.*

61*gg*. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, telegrams and reports relating to the dismissal of Colin Macdonald, of James River Station, County of Antigonish, as Intercolonial sectionman, and the appointment of his successor. Presented 16th January, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

61*hh*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of A. T. Gannon, car repairer and inspector Intercolonial railway at North Sydney, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 16th January, 1913.—*Mr. MeKenzie*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*ii*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents, and reports relating to the dismissal of Huber Myatte, Tracadie, Antigonish County, Nová Scotia, a sectionman on the Intercolonial railway and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 16th January, 1913.—*Mr. Chisholm* (*Antigonish*).
Not printed.

61*jj*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents, and reports relating to the dismissal of John McDonnell, Afton Station, Antigonish County, Nova Scotia, a sectionman on the Intercolonial railway, and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 17th January, 1913.—*Mr. Chisholm* (*Antigonish*).. .. ..*Not printed.*

61*kk*. Return to an Order of the House of the 9th December, 1911, for a copy of all letters, correspondence, documents and reports relating to the dismissal of William Landry, of Pomket, Antigonish County, Nova Scotia, a section foreman of the Intercolonial railway, and for a statement in detail of the expenses connected with the investigation of the charges againt him. Presented 17th January, 1913.—*Mr. Chisholm* (*Antigonish*).. .. ..*Not printed.*

61*ll*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, telegrams and other documents relative to the dismissal of D. J. McDougall, section foreman, Intercolonial railway, Grand Narrows, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. McKenzie.*
Not printed.

61*mm*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dan. A. Coffey, lockman at St. Peter's canal, Richmond County, N.S., and of the evidence taken and of the reports of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Also, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of W. A. McNeil, lockman at St. Peter's canal, Richmond County, N.S., and of the evidence taken and of the report of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 17th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*nn*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John P. Meagher, foreman deckhand on steamship *Scotia*, Mulgrave, Guysborough County, N.S., and of all evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. Sinclair*.. .. .. ..*Not printed.*

61*oo*. Return to an Order of the House of the 4th December, 1912, for a copy of all letters, telegrams, evidence taken, reports, &c., and of all correspondence between the Postmaster General and officers of his department, and James Gibson, ex-postmaster of Alameda, Sask., in connection with the instructions sent him to hand the office over to E. Cronk. Presented 17th January, 1913.—*Mr. Turriff*.. .. ..*Not printed.*

61*pp*. Return to an Order of the House of the 11th December, 1912, for a copy of all papers, documents and correspondence relating to the dismissal of Captain C. E. Miller from the 75th Regiment. Presented 17th January, 1913.—*Mr. Maclean* (*Halifax*).
Not printed.

CONTENTS OF VOLUME 27—*Continued.*

61*qq*. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, letters and telegrams relating to the dismissal of J. N. N. Poirier, collector of excise at Victoriaville, Quebec, and also of the inquiry made by N. Garceau, by the Minister of Inland Revenue, and especially of two affidavits given by Ludger Frechette and Joseph Faucher. Presented 17th January, 1913.—*Mr. Brouillard.* *Not printed.*

61*rr*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Abraham Astephen, of North Sydney, N.S., interpreter Immigration Department at North Sydney, N.S., in the riding of North Cape Breton and Victoria. Presented 17th January, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61*ss*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, Orders in Council, and all other papers or documents in any way relating to the dismissal of Robert Dow from the Immigration Branch of the Department of the Interior at Ottawa. Presented 17th January, 1913. —*Mr. Murphy*.. .. ..*Not printed.*

61*tt*. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, correspondence, &c., relating to the dismissal of John Ware of the Immigration Branch of the Interior Department at Halifax, N.S. Presented 17th January, 1913.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

61*uu*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges correspondence, letters, telegrams, and other documents relative to the dismissal of Richard Hickey, agent Immigration Department at North Sydney, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61*vv*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges correspondence, letters, telegrams, and other documents relative to the dismissal of Dr. J. W. McLean, of North Sydney, N.S., medical examiner, Immigration Department at North Sydney, N.S., in the riding of North Cape Breton and Victoria. Presented 17th January, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61*ww*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John A. McRea, lightkeeper, at Margaree Island, Inverness County, Nova Scotia, of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. Chisholm (Inverness)*.. .. .. ..*Not printed.*

61*xx*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Thomas Brymer, lightkeeper at Lower L'Ardoise, Richmond County, N.S. Presented 17th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*yy*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges correspondence, letters, telegrams and other documents relating to the dismissal of Dominique Boudrot, buoy contractor, at Petit de Grat, Richmond County, N.S. Presented 17th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*zz.* Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents concerning the dismissal of Frederick F. Doucet, keeper of the lighthouse at the entrance of the harbour of Caraquet, County of Gloucester, and the nomination of his successor. Presented 17th January, 1913.—*Mr. Turgeon*.. .. ..*Not printed.*

61*aaa.* Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of W. H. Henlow, keeper of storm drum, Liscomb, Guysborough County, N.S. Presented 17th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*bbb.* Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of David Falconer, lightkeeper at Cariboo Island, County of Pictou. Presented 17th January, 1913.—*Mr. Macdonald*.. .. ..*Not printed.*

61*bbb.* Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of M. Wilson Lawlor, harbour commissioner at North Sydney, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. McKenzie.*

Not printed.

61*ddd.* Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of P. J. McDonald, harbour commissioner at North Sydney, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. McKenzie.*

Not printed.

61*eee.* Return to an Order of the House of the 9th December, 1912, for a return showing: 1. The names of all lightkeepers in the Province of Nova Scotia who were dismissed from office or employment since 10th October, 1911, together with the date of each dismissal. Presented 17th January, 1913.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

61*fff.* Return to an Order of the House of the 4th December, 1912, for a return showing the detail and number of dismissals from public offices in the Department of Marine and Fisheries to this date in the County of Bonaventure, the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials and a copy of all correspondence with respect to the same, and of all reports of investigations where such were held; as well as a list of the new appointments made by the department, with names, residences, salaries and duties,and a copy of all recommendations of such appointments. Presented 17th January, 1913.—*Mr. Marcil (Bonaventure).*

Not printed.

61*ggg.* Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of H. L. Tory, fishery officer at Guysborough, Guysborough County, N.S., and of all evidence taken, and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of the investigation. Presented 17th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*hhh.* Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents in the possession of the Department of Marine and Fisheries relating to the dismissal of John W. Davis, fishery officer, Guysborough, N.S. Presented 17th January, 1913.—*Mr. Sinclair.*

Not printed.

CONTENTS OF VOLUME 27—*Continued.*

61*jjj*. Return to an Order of the House of the 4th December, 1912, for a copy of all charges correspondence, letters, telegrams and other documents relating to the dismissal of Martin Bourque, lightkeeper at River Bourgeois, Richmond County, N.S., and of the evidence taken and of the report of the investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 17th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*jjj*. Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Frederick Poirier, buoy contractor, at Descouse, Richmond County, N.S. Presented 17th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*kkk*. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, letters, telegrams and petitions for and against the dismissal of Dr. George Pinault, as medical health officer of the Mic-Mac Indian reserve, at Ste. Anne de Restigouche, Bonaventure County, Quebec, and of all documents relating to the appointment of a successor, with the name, residence, salary and duties of the new appointee. Presented 20th January, 1913.—*Mr. Marcil*.. .. ..*Not printed.*

61*lll*. Return to an Order of the House of the 1st April, 1912, for a copy of all papers, letters, &c., concerning the dismissal of Frederick Veit, employed by the Department of Marine and Fisheries in the County of Gaspé. Presented 20th January, 1913.—*Mr. Lemieux*.. .. ..*Not printed.*

61*mmm*. Return to an Order of the House of the 1st April, 1912, for a copy of all letters, petitions, complaints, declarations and other documents in the possession of the Department of Marine and Fisheries, relating to the dismissal of Mr. Alfred Laloude, employed in the warehouse of the Government yards at St. Joseph de Sorel and the appointment of his successor. Presented 20th January, 1913.—*Mr. Cardin*..*Not printed.*

61*nnn*. Return to an Order of the House of the 1st April, 1912, for a copy of all letters telegrams, complaints or other papers or documents in the possession of the Government or any department thereof, relating to the dismissal of James Webber, lightkeeper, Tor Bay Point, N.S. Presented 20th January, 1913.—*Mr. Sinclair.*
Not printed.

61*ooo*. Return to an Order of the House of the 1st April, 1912, for a copy of all documents letters, inquiries, reports, evidence, &c., relating to the dismissal or the resignation of Baptiste Desjardins as lighthouse keeper at Kamouraska. Presented 20th January, 1913.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

61*ppp*. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, letters, telegrams and other documents relating to the dismissal of Angus Smith, pilot on the steamer *Earl Grey*, and also of all the evidence taken at the latest investigation held in regard to the said complaints, and of the report of the investigation with regard to the same. Presented 20th January, 1913—*Mr. Macdonald.*
Not printed.

61*qqq*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Michael J. Sampson, lightkeeper at Lower L'Ardoise, Richmond County, N.S. Presented 20th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*rrr*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of William Hackett, harbour commissioner at North Sydney, Nova Scotia, in the riding

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of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin in regard to same, and a detailed statement of the expenses of such investigation. Presented 20th January, 1913.—*Mr. McKenzie.*

Not printed.

61*sss*. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence and other documents in the possession of the Department of Marine and Fisheries relating to the dismissal of Hormidas Lacasse, as wharfinger on the government wharf at Wendover, County of Prescott, Ontario, and the appointment of his successor. Presented 20th January, 1913.—*Mr. Proulx*.. .. ..*Not printed.*

61*ttt*. Return to an Order of the House of the 9th December, 1912, for a copy of all documents, papers, evidence and correspondence, relating to the dismissal of Geoffrey Gorman, coxswain of the lifeboat station at Herring Cove, Halifax County, N.S. Presented 20th January, 1913.—*Mr. Maclean (Halifax)*.. .. .. *Not printed.*

61*uuu*. Return to an Order of the House of the 10th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Captain George Wetmore, harbour master at Yarmouth, Yarmouth County, N.S., and the same information regarding the appointment of Captain Wetmore's successor, and of all evidence taken and report of investigation held by Charles Lane in regard to the same, also a detailed statement of expenses of such investigation. Presented 20th January, 1913.—*Mr. Law*.. .. ..*Not printed.*

61*vvv*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Stanley Henlow, lightkeeper at Liscomb, Guysborough County, N.S., and of evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 20th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*www*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of H. C. V. LeVatte, fishery officer at Louisburg, Cape Breton South, N.S., and of the evidence taken and reports of investigations held by H. P. Duchemin, in regard to the same. Presented 20th January, 1913.—*Mr. Carroll*.. .. ..*Not printed.*

61*xxx*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Elias M. Boudrot, keeper of storm signal at Petit de Grat, Richmond County, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 20th January, 1913.—*Mr Kyte*.. .. ..*Not printed.*

61*yyy*. Return to an Order of the House of the 10th December, 1912, for a return of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of A. B. Cox, Superintendent of Reduction Works at Canso, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 20th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*zzz*. Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against Jeffrey Crespo, sub-collector of Customs at Harbour au Bouche, Antigonish County, Nova Scotia, and of all letters, telegrams, correspondence and reports relating in any way to his dismissal and the appointment of a successor. Presented 20th January, 1913.—*Mr. Chisholm (Antigonish)*.

Not printed.

CONTENTS OF VOLUME 27—*Continued.*

61*aaaa*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, papers, charges and correspondence between the Department of Customs and all other persons regarding the dismissal from office of Thomas Cameron, preventive officer at Andover, N.B., and also of all evidence and reports thereon with reference to the dismissal of the said officer. Presented 20th January, 1913.—*Mr. Michaud.*
Not printed.

61*bbbb*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of L. W. Pye, customs officer at Liscomb, Guysborough County, N.S., and of all evidence taken and reports of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 20th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*cccc*. Return to an Order of the House of the 9th December, 1912, for a copy of all complaints, accusations, inquiries, reports, correspondence, and of all documents relating to the dismissal of Lucien O. Thisdale, a customs employee at Valleyfield, Quebec, and the appointment of his successor. Presented 20th January, 1913.—*Mr. Papincau.*
Not printed.

61*dddd*. Return to an Order of the House of the 11th December, 1912, for a copy of all letters, telegrams, correspondence, reports, and other documents relating to the dismissal of Alexander Macdonald of Doctor's Brook, Antigonish County, as sub-collector of customs. Presented 20th January, 1913.—*Mr. Chisholm (Antigonish).*
Not printed.

61*eeee*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Henry Cann, customs official and preventive officer at North Sydney, Nova Scotia, in the riding of North Cape Breton and Victoria. Presented 20th January, 1913.—*Mr. McKenzie*.. .. ..*Not printed*

61*ffff*. Return to an Order of the House of the 10th December, 1912, for a copy of all documents concerning the dismissal of Charles Mennier, customs preventive officer at Marieville, Quebec. Presented 20th January, 1913.—*Mr. Lemieux*.. .. ..*Not printed.*

61*gggg*. Return to an Order of the House of the 5th December, 1912, for a copy of all charges, correspondence, letters, telegrams, instructions, minutes of evidence taken and had on any inquiry investigation had, held or taken, and of all other papers and documents relating to the dismissal of George H. Cochrane, Collector of Customs at the Port of Moncton, New Brunswick; together with a copy of all letters and other correspondence between the Honourable Minister of Customs, and the member representing the County of Westmorland, New Brunswick, in this House, and of all letters, papers, telegrams, recommendations, appointments, or other papers and documents relating to the appointment of a collector of customs to succeed the said George H. Cochrane. Presented 20th January, 1913.—*Mr Emmerson*.. .. ..*Not printed.*

61*hhhh*. Return to an Order of the House of the 22nd January, 1912, for a copy of all correspondence, documents, recommendations and reports respecting the dismissal of C Michaud, postmaster at St. Germain, Kamouraska, and the appointment of his successor. Presented 20th January, 1913.—*Mr. Lapointe (Kamouraska)*.. ..*Not printed.*

61*iiii*. Return to an Order of the House of the 25th March, 1912, for a copy of all letters, telegrams and other documents, and of all complaints or accusations relating in any manner to the dismissal of Mr. Emile Archambault, letter carrier of Montreal, and a copy of the inquiry, and of the report of the inquiry held. Presented 20th January, 1913.—*Mr. Seguin*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*jjjj*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Norman Morrison, postmaster at Ferguson's Lake, Richmond County, N.S. Presented 21st January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*kkkk*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of D. J. McKillop, postmaster at McKillop, Richmond County, N.S. Presented 21st January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*llll*. Return to an Order of the House of the 22nd January, 1912, for a copy of all correspondence, papers and reports in connection with the investigation recently held at the Ste. Agathe post office, County of Terrebonne. Presented 21st January, 1913.—*Mr. Lemieux*.. .. ..*Not printed.*

61*mmmm*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Bertie Boudrot, lightkeeper at Poulamon, Richmond County, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation, and a copy of all papers relating to the appointment of his successor. Presented 22nd January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*nnnn*. Return to an Order of the House of the 1st April, 1912, for a copy of all letters, telegrams and other documents and of all complaints, accusations and requests for inquiry, relating in any manner to the lighthouse keepers of Repentigny, P.Q., Messrs. Leon Rivest, J. B. Lachapelle and Louis Dubois, since 21st September last; also a copy of the inquiry and the report of the inquiry held in the matter. Presented 22nd January, 1913.—*Mr. Seguin*.. .. ..*Not printed.*

61*oooo*. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, telegrams, letters, &c., relating to the dismissal of L. P. Carignan, forest ranger in the constituency of Champlain, Quebec. Presented 24th January, 1913.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

61*pppp*. Return to an Order of the House of the 5th December, 1912, for a copy of all correspondence, complaints, petitions, memoranda, notes of evidence, letters, reports of investigations and other documents in the possession of the Department of Customs, relating to the dismissal of James S. Harvey, preventive officer, New Richmond, Quebec; W. L. Kempffer, preventive officer at Paspebiac, Quebec; J. Herbert Sweetman, preventive officer at Port Daniel, Quebec; J. B. Le Blanc, preventive officer, at Carleton, Quebec; J. Nadeau, preventive officer, Nouvelle, Quebec, as well as a copy of all recommendations made regarding the appointment of their various successors and the names, salaries, duties and residences, with a copy of their instructions. Presented 24th January, 1913.—*Mr. Marcil*.. .. ..*Not printed.*

61*qqqq*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of William Marsh, preventive officer at Little Pond, Sydney Mines, in the riding of North Cape Breton and Victoria. Presented 24th January, 1913.—*Mr. McKenzie.* *Not printed.*

61*rrrr*. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, letters, telegrams, and petitions, for and against the dismissal of Duncan McDonald, preventive officer of customs at Athelstan, County of Huntingdon; also a copy of the report of investigation and evidence submitted to investigating commissioner. Presented 24th January, 1913.—*Mr. Robb*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*ssss.* Return to an Address to His Royal Highness the Governor General of the 11th December, 1912, for a copy of all papers, documents, orders in council, telegrams, letters, &c., relating to the dismissal from office of Lemuel Bent, late Collector of Customs at Oxford, N.S. Presented 24th January 1913.—*Mr. Maclean (Halifax).* *Not printed.*

61*tttt.* Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Pascal Poirier, Collector of Customs at Descouse, Richmond County, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 24th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*uuuu.* Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, letters, telegrams, reports and other documents concerning the dismissal of Donald J. Hachey, Collector of Customs at Bathurst, County of Gloucester, and the appointment of his successor. Presented 24th January, 1913.—*Mr. Turgeon.* *Not printed.*

61*vvvv.* Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, orders in council, and all other papers or documents in any way relating to the dismissal of John Maher, from the service of the Customs Department at Montreal. Presented 24th January, 1913.—*Mr. Murphy*.. .. ..*Not printed.*

61*wwww.* Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Peter Fougère, preventive and customs officer at Petit de Grat, Richmond county, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 24th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*xxxx.* Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of James Grantmyre, preventive officer at Little Bras D'or, N.S., in the riding of North Cape Breton and Victoria. Presented 24th January, 1913.—*Mr. McKenzie.* *Not printed.*

61*yyyy.* Return to an Order of the House of the 15th January, 1913, for a return showing all the employees on the Soulanges Canal who have been dismissed from their duties since the 21st September, 1911, by whom each of these employees has been replaced, and for what causes were they dismissed. Presented 27th January,1913.—*Mr. Boyer*.. .. ..*Not printed.*

61*zzzz.* Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Andrew Melville, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Proulx*.. .. ..*Not printed.*

61*aaaaa.* Return to an Order of the House of 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of George Short, canal bridgetender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Guthrie*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*bbbbb*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of N. Broderick, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. McMillan*.. .. ..*Not printed.*

61*ccccc*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Thomas McLatchie, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Graham*.. .. ..*Not printed.*

61*ddddd*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Elgin McLaughlin, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Emmerson*.. .. ..*Not printed.*

61*eeeee*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Robert Robertson, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Lemieux*.. .. ..*Not printed.*

61*fffff*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of William L. Gladstone, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Pugsley*.. .. ..*Not printed.*

61*ggggg*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Byron VanCamp, locktender at Cardinal, Ontario. Presented 7th January, 1913.—*Mr. Murphy*.. .. ..*Not printed.*

61*hhhhh*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Samuel English, canal bridge tender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

61*iiiii*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Edward F. Moran, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Oliver*.. .. ..*Not printed.*

67*jjjjj*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters correspondence, documents and reports relating to the dismissal of William R. Fougere, of Frankville, Antigonish County, N.S., a sectionman on the Intercolonial railway, and for a statement in detail of the expenses connected with the investigations of the charges against him. Presented 27th January, 1913.—*Mr. Chisholm (Antigonish)*. *Not printed.*

61*kkkkk*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents and reports relating to the dismissal of John Melanson, of Afton, Antigonish County, N.S., a sectionman on the Intercolonial railway, and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 27th January, 1913.—*Mr. Chisholm (Antigonish)*. *Not printed.*

61*lllll*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Ronald D. McDonald, fishery overseer, at Broad Cove, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 27th January, 1913.—*Mr. Chisholm (Inverness)*. *Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*mmmmm*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John McLean, fishery officer at Gabarouse, Cape Breton South, N.S., and of evidence taken and reports of investigations held by H. P. Duchemin, in regard to the same. Presented 27th January, 1913.—*Mr. Carroll*.. .. ..*Not printed.*

61*nnnnn*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of A. R. Forbes, fishery overseer at North Sydney, Nova Scotia in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 27th January, 1913.—*Mr. McKenzie.* *Not printed.*

61*ooooo*. Return to an Order of the House of the 15th January, 1913, for a copy of all correspondence, letters, telegrams, complaints, petitions, and other documents concerning the dismissal of Sebastien Savoie, superintendent of the lobster hatchery at Shippigan, Gloucester County, N.B., and the appointment of his successor. Presented 27th January, 1913.—*Mr. Turgeon*.. .. ..*Not printed.*

61*ppppp*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of D. S. Hendsbee, weigher, reduction works, Canso, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 27th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*qqqqq*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of M. Muce, lightkeeper at Cheticamp Island, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 29th January, 1913.—*Mr. Chisholm (Inverness)*.. .. .. ..*Not printed.*

61*rrrrr*. Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Dr. J. D. R. Williams, collector of canal tolls at Cardinal, Ontario, and of the appointment of his successor. Presented 30th January, 1913.—*Mr. McMillan*.. .. ..*Not printed.*

61*sssss*. Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of John W. Bohan, preventive officer at Bath, Carleton County, N.B. Presented 3rd February, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

61*ttttt*. Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, correspondence, &c., relating to the dismissal of J. V. Smith, sub-collector of customs at Wood's Harbour, Shelburne County, N.S. Presented 3rd February, 1913. —*Mr. Law*.. .. ..*Not printed.*

61*uuuuu*. Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of John Y. Fleming, customs officer at Debec, Carleton County, N.B. Presented 3rd February, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

61*vvvvv*. Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Matthias Meagher, preventive officer at Debec, Carleton County, N.B. Presented 3rd February, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*wwwww*. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, letters, telegrams, complaints, and of the evidence given at investigation, if one was held, relating to the dismissal of Mr. A. J. Gosselin, acting preventive officer of customs at St. Albans, Vermont, through the port of St. Armand, County of Missisquoi. Presented 4th February, 1913.—*Mr. Kay*.. .. ..*Not printed.*

61*xxxxx*. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, letters, telegrams, and petitions for and against the dismissal of James W. Bannon, preventive officer of customs at St. Agnes de Dundee, County of Huntingdon also a copy of the report of investigation and evidence, if any, submitted to investigating commissioner. Presented 4th February, 1913.—*Mr. Robb*.. .. ..*Not printed.*

61*yyyyy*. Return to an Order of the House of the 4th December, 1912, for a return showing the number of postmasters that have been dismissed in the County of Picton since 1st October, 1911; the names of the postmasters who have been appointed to succeed them; the causes of the dismissals and all complaints and correspondence with respect to same, and of all reports of investigation where investigations have been held. Presented 4th February, 1913.—*Mr. Macdonald*.. .. ..*Not printed.*

61*zzzzz*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, orders in council, and all other papers or documents in any way relating to the dismissal of James Murphy from the position of postmaster at Tweed, Ontario. Presented 4th February, 1913.—*Mr. Murphy*.. .. ..*Not printed.*

61 (6*a*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of H. B. Easton, immigration agent at Prescott, Ontario. Presented 4th February, 1913.—*Mr. Murphy*.. .. ..*Not printed.*

61 (6*b*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of B. Hughes, immigration agent at Prescott, Ontario. Presented 4th February, 1913.—*Mr. Oliver*.. .. ..*Not printed.*

61 (6*c*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of George Walsh, immigration agent at Prescott, Ontario. Presented 4th February, 1913.—*Mr. Oliver*.. .. ..*Not printed.*

61 (6*d*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Newton S. Dow, immigration agent at McAdam Junction, York County, N.B. Presented 4th February, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

61 (6*e*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Oliver Hemphill, immigration agent at Debec, Carleton County, N.B. Presented 4th February, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

61 (6*f*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Martin Johnston, preventive officer at Rea Islands, Richmond County, N.S Presented 6th February, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (6*g*). Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, letters, telegrams and other documents respecting the dismissal of J. E. Phaneuf, postmaster of St. Hugues, County of Bagot. Presented 6th February, 1913.—*Mr. Marcile*.. .. ..*Not printed*

61 (6*h*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Murdock McCutcheon, postmaster at Sonora, Guysborough County, N.S., and of all evidence taken and report of investigation held by Mr. H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 6th February, 1913.—*Mr. Sinclair*.. .. ..*Not printed*

61 (6*i*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Duncan Gillies, fishery overseer at Baddeck, C.B., in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 7th February, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61 (6*j*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints, accusations, correspondence, petitions and of all documents and reports respecting the dismissal of Antonio Leduc, postmaster of St. Timothée, in the County of Beauharnois and the appointment of his successor. Presented 7th February, 1913.—*Mr. Papineau*.. .. ..*Not printed.*

61 (6*k*). Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of the recommendation to council, the order in council, all correspondence with the government or any member thereof, and of all letters, documents and papers in any way connected with the dismissal of Charles Arthur Bowman from the engineering branch of the Department of Railways and Canals.—*Mr. Clark (Red Deer)*.. .. ..*Not printed.*

61 (6*l*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports, letters, correspondence, &c., relating to the dismissal of Elnathan D. Smith, fishery overseer, Shag Harbour, Shelburne County, N.S. Presented 11th February, 1913.—*Mr. Law*.. .. ..*Not printed.*

61 (6*m*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Donald McAulay, lightkeeper, Plaister, Baddeck Bay, C.B., riding of North Cape Breton and Victoria, and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie.* *Not printed.*

61 (6*n*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, letters, correspondence, &c., relating to the dismissal of John Fredericks, lightkeeper at East Jordan, Shelburne County, N.S. Presented 11th February, 1913.—*Mr. Law*.. .. ..*Not printed.*

61 (6*o*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, letters, correspondence, &c., relating to the dismissal of John Fredericks, wharfinger at East Jordan, Shelburne County, N.S. Presented 11th February, 1913.—*Mr. Law*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (6*p*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, letters, correspondence, &c., relating to the dismissal of John C Morrison, harbour master at Shelburne, N.S. Presented 11th February, 1913.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

61 (6*q*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Captain Roderick McDonald, tide waiter, at Big Bras D'Or, riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie.*
Not printed.

61 (6*r*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of James Maloney, customs officer at Dingwall, riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61 (6*s*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Hugh D. McEachern, customs officer at north side East Bay, Cape Breton, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61 (6*t*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports and correspondence relating to the dismissal of Thos. H. Hall, sub-collector of customs at Sheet Harbour, N.S. Presented 11th February, 1913.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

61 (6*u*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of J. A. McNeil, customs officer at Grand Narrows, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie.*
Not printed.

61 (6*v*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of George Burchell, custom house officer at Sydney Mines, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie.*
Not printed.

61 (6*w*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of W. H. Saver, collector of customs at Cardinal, Ont., and the appointment of his successor. Presented 11th February, 1913.—*Mr. McMillan.*
Not printed.

CONTENTS OF VOLUME 27—*Continued.*

61 (6*x*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, telegrams and other documents relative to the dismissal of Captain George Livingstone, custom officer at Big Bras D'Or, Cape Breton, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie.*
Not printed.

61 (*y*). Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, reports and other documents and papers relating to the dismissal of H. Lacasse, as postmaster at Wendover, County of Prescott, Ontario, and the appointment of his successor. Presented 13th February, 1913.—*Mr. Proulx.. ..Not printed*

61 (6*z*). Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence and other papers connected with the removal of Harry A. Drigg, from the position of postmaster at Grassey Lake, Alberta. Presented 13th February, 1913.—*Mr. Buchanan.. .. ..Not printed*

61 (7*a*). Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, memoranda, orders in council, and correspondence relating to the dismissal of A. H. Stratton, late postmaster at Peterborough, Ont. Presented 17th February, 1913.—*Mr. Maclean (Halifax).*
Not printed

61 (7*b*). Return to an Order of the House of the 10th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Henry Burrell, postmaster, Yarmouth North, Yarmouth County, N.S., and the same information regarding the appointment of Henry Burrell's successor, and of the evidence taken and report of investigation held by Charles Lane in regard to the same, also a detailed statement of expenses of such investigation. Presented 18th February, 1913.—*Mr. Law.. .. ..Not printed.*

61 (7*c*). Return to an Order of the House of the 4th December, 1912, for a return showing all the postmasters dismissed by the present government in the County of Gloucester. the names of such persons, the reasons for their dismissal, nature of the charges made against them; also a copy of all correspondence connected with it, and reports of investigations in cases where such investigations were instituted. Presented 18th February, 1913.—*Mr. Turgeon.. .. ..Not printed.*

61 (7*d*). Return to an Order of the House of the 10th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dr. Charles A. Webster, port physician at Yarmouth, County of Yarmouth. N.S., and the same information regarding the appointment of Dr. Webster's successor. Presented 18th February, 1913.—*Mr. Law.. .. ..Not printed*

61 (7*e*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, papers, charges and correspondence between the Department of Marine and Fisheries and all other persons, regarding the dismissal of Jos. Lord, keeper of lighthouses at Pointe à la Mule on the River Richelieu, Parish of St. Blaise, County of Saint Jean and Iberville and of all reports thereon with reference to the dismissal of the said Mr. Lord. Presented 19th February, 1913.—*Mr. Demers.. .. .. ..Not printed.*

61 (7*f*). Return to an Order of the House of the 15th January, 1913, for a copy of all correspondence, letters, telegrams and petitions concerning the dismissal of Henri Friolet, wharfinger at Caraquet, and Richard Southwood, wharfinger and agent of the Storm Signal Service at Bathurst, Gloucester County, N.B., and the appointment of their successors. Presented 19th February, 1913.—*Mr. Turgeon.. .. .. ..Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (*7g*). Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, letters, telegrams, reports and other documents, respecting the removal of Joseph L. Robichaud, lighthouse keeper at Miscou, County of Gloucester, and the appointment of his successor; also of all correspondence respecting the engagement of the engineer of fog alarm system attached to that station, and the certificates required by the Minister of Marine, showing the competence of that engineer; with the names of the new keeper and of the said engineer and their ages. Presented 19th February, 1913.—*Mr. Turgeon*.. .. ..*Not printed*

61 (*7h*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Captain Pope as lighthouse keeper at Scatarie, Cape Breton South, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 19th February, 1913.—*Mr. Carroll*.. .. .. ..*Not printed*

61 (*7i*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Captain W. W. Lewis, as shipping master at Louisburg, Cape Breton South, Nova Scotia, and of evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 19th February, 1913.—*Mr. Carroll.*
Not printed.

61 (*7j*). Return to an Order of the House of the 4th December, 1912, for a return showing the names of postmasters that have been dismissed in the County of Bonaventure since 1st October, 1911; the names of the postmasters who have been appointed to succeed them; the causes of the dismissals and a copy of all complaints and correspondence with respect to same, and of all reports of investigations where such have been held, with the reasons given for not holding any such investigation, when not held. Presented 19th February, 1913.—*Mr. Marcil*.. .. ..*Not printed*

61 (*7k*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of George Hines, lighthouse keeper at South Ingonish, riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation. Presented 20th February, 1913.—*Mr. McKenzie*.*Not printed.*

61 (*7l*). Return to an Order of the House of the 15th January, 1913, for a return showing a list of the lighthouse keepers removed by the present government in the County of Two Mountains, the names of such persons, the reasons for their dismissal, the nature of the complaints made against them; also a copy of all correspondence and petitions relating thereto, and reports of inquiries in the cases, where such have been held; and also the names of their successors. Presented 20th February, 1913.—*Mr. Ethier*.. .. ..*Not printed.*

61 (*7m*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Archibald McDonald, preventive officer at Mull River, Inverness County, Nova Scotia. Presented 20th February, 1913.—*Mr. Chisholm (Inverness)*..*Not printed.*

61 (*7n*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, correspondence on file referring to the dismissal of Donald Chisholm, of Tracadie, in the County of Antigonish, as preventive officer. Presented 20th February, 1913.—*Mr. Chisholm (Antigonish)*... .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (*7o*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, reports and other documents relative to the dismissal of Edward C. Humphreys, of Trenton, N.S., as an officer of the Inland Revenue Department and to the appointment of his successor. Presented 20th February, 1913.—*Mr. Macdonald.* *Not printed.*

61 (*7p*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of H. J. Fixott, port physician at Arichat, Richmond County, N.S. Presented 21st February, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61 (*7q*). Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, letters, telegrams and other documents relating to the dismissal of D. Morin as postmaster of St. Pie de Bagot, County of Bagot. Presented 21st February, 1913.—*Mr. Marcil (Bagot)*.. .. ..*Not printed.*

61 (*7r*). Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, investigations and papers generally concerning the dismissal of Ernest Paquin, postmaster of St. Cecile de Levrard, County of Nicolet. Presented 21st February, 1913.—*Mr. Lemieux*.. .. ..*Not printed*

61 (*7s*). Return to an Address to His Royal Highness the Governor General of the 17th February, 1913, for a copy of all complaints and charges made against John R. McDonald, Indian agent at Heatherton, Antigonish County, of the recommendations to council and of the order in council made thereon, and of all letters, correspondence, and documents connected in any way with his dismissal. Presented 25th February, 1913.—*Mr. Chisholm (Antigonish)*... .. ..*Not printed*

61 (*7t*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Joseph Day, customs officer at Little Bras D'Or, C.B., in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 25th February, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61 (*7u*). Return to an Address to His Royal Highness the Governor General of the 29th January, 1913, for a copy of all complaints against Duncan McLeod, appraiser of customs at Sherbrooke, Province of Quebec, of all information obtained as to his conduct through seizures of goods by special officers of customs and by investigation; of all reports of investigation; of the order in council dismissing said Duncan McLeod; and of all correspondence between him and the Department of Customs. Presented 25th February, 1913.—*Mr. McCrae*.. .. ..*Not printed.*

61 (*7v*). Return to an Order of the House of the 17th February, 1913, for a copy of all papers, letters, telegrams, evidence, &c., given at the investigation or investigations, and of reports of such investigations, relating to the dismissal of Edouard D Chiasson, sub-collector of customs at Lamèque, Gloucester County, and the appointment of his successor. Presented 25th February, 1913.—*Mr. Turgeon*.. ..*Not printed.*

61 (*7w*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of George F. Briggs, customs officer at McAdam Junction, York County, N.B. Presented 25th February, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (7*x*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of William A. Duan, lightkeeper at Green Island, Richmond County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 25th February, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61 (7*y*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, charges, correspondence, letters, telegrams and other documents relating to the dismissal of Thomas Cameron, preventive officer at Andover, N.B., and of the evidence taken and reports of investigation held by Mr. E. T. C. Knowles, in connection with the same. Presented 26th February, 1913.—*Mr. Michaud*.. .. ..*Not printed.*

61 (7*z*). Return to an Order of the House of the 29th January, 1913, for a copy of all complaints and charges made against Joseph McDonald, late of the customs office at Sydney, Cape Breton, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal and the appointment of his successor. Presented 26th February, 1913.—*Mr. Carroll*.. .. ..*Not printed*

61 (8*a*). Return to an Order of the House of the 29th January, 1913, for a copy of all complaints and charges made against Angus McGillivray, late of customs office at Glace Bay, Cape Breton South, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal and the appointment of his successor. Presented 26th February, 1913.—*Mr. Carroll*.. .. ..*Not printed.*

61 (8*b*). Return to an Order of the House of the 3rd February, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Roderick Bain, boatman at New Campbellton, riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of the investigation held by H. P. Duchemin, in regard to same, with a detailed statement of expenses of such investigation. Presented 26th February, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61 (8*c*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of W. A. Scott, lockmaster at Cardinal, Ontario, and of the appointment of his successor. Presented 27th February, 1913.—*Mr. McMillan.*
Not printed.

61 (8*d*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Bert Johnson, lockman at Nicholson, Ontario. Presented 27th February, 1913.—*Mr. Turgeon*.. .. ..*Not printed.*

61 (8*e*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of John Merrifield, lockmaster at Burritts Rapids, Ont., and the appointment of his successor. Presented 27th February, 1913.—*Mr. Chisholm.*
Not printed.

61 (8*f*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Neil Cummings, lockmaster at Cardinal, Ontario, and of the appointment of his successor. Presented 27th February, 1913.—*Mr. McMillan*.. .. ..

CONTENTS OF VOLUME 27—*Continued.*

61 (8*g*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, papers, charges and correspondence between the Department of Railways and Canals and all other persons, regarding the dismissal of Mr. François Chagnon, lockkeeper at Saint Jean, County of Saint Jean and Iberville, and of all reports thereon with reference to the dismissal of the said Mr. Chagnon. Presented 27th February, 1913.—*Mr. Demers*.. .. ..*Not printed.*

61 (8*h*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Neil McNeil, bridge tender, Intercolonial railway, at Grand Narrows in the riding of North Cape Breton and Victoria. Presented 27th February, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61 (8*i*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Archibald McKenzie, sectionman, Intercolonial railway, at Grand Narrows, in the riding of North Cape Breton and Victoria. Presented 27th February, 1913—*Mr. McKenzie*.. .. ..*Not printed.*

61 (8*j*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of John Fraser, bridge tender, Intercolonial railway, at Grand Narrows, in the riding of North Cape Breton and Victoria. Presented 27th February, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61 (8*k*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Demetrius Crozier, lockman at Merrickville, Ontario. Presented 27th February, 1913.—*Mr. Proulx*.. .. ..*Not printed.*

61 (8*l*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Patrick Cussuk, lockman at Merrickville, Ontario Presented 27th February, 1913.—*Mr. Michaud*.. .. ..*Not printed.*

61 (8*m*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Joseph H. Webster, lockman at Nicholson, Ontario. Presented 27th February, 1913.—*Mr. Pacaud*.. .. ..*Not printed.*

61 (8*n*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Cyrus O'Neil, lockman at Nicholson, Ontario. Presented 27th February, 1913.—*Mr. Kyte*... .. ..*Not printed.*

61 (8*o*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Michael Laughtin, bridgeman at Burritts Rapids, Ontario. Presented 27th February, 1913.—*Mr. Papineau*.. .. ..*Not printed.*

61 (8*p*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of John McKay, bridgeman at Becketts, Ontario. Presented 27th February, 1913.—*Mr. Lanctot*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (8*q*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Edward Proctor, lockman at Burritts Rapids, Ont. Presented 27th February, 1913.—*Mr. Neely*.. .. ..*Not printed.*

61 (8*r*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of William Morrison, lockman at Burritts Rapids, Ont. Presented 27th February, 1913.—*Mr. Cash*.. .. ..*Not printed.*

61 (8*s*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Adam Henderson, bridgemaster at Cardinal, Ontario, and of the appointment of his successor. Presented 27th February, 1913.—*Mr. Murphy.* *Not printed.*

61 (8*t*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of James Feehan, fishery guardian or warden at Tracadie Harbour and Savage Harbour, Prince Edward Island. Presented 27th February, 1913.—*Mr. Hughes (Kings, P.E.I.)*.. .. ..*Not printed.*

61 (8*u*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of John C. McNeil, lighthouse keeper at Grand Narrows, in the riding of North Cape Breton and Victoria. Presented 27th February, 1913.—*Mr. McKenzie.* *Not printed.*

61 (8*v*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of A. A. Chisholm, fishery overseer at Margaree Forks, Inverness County, Nova Scotia. Presented 28th February, 1913.—*Mr. Chisholm (Inverness)*.. ..*Not printed.*

61 (8*w*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Charles E. Aucoin, collector of customs at Cheticamp, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by Mr. H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish).* *Not printed.*

61 (8*x*). Return to an Order of the House of the 17th February, 1913, for a copy of all complaints and charges made against Charles L. Gass, late postmaster at Bayfield, Antigonish County, of the evidence taken, if any, before Commissioner Duchemin, and of his report thereon and of all letters, telegrams and documents of every kind relating to his dismissal and the appointment of his successor. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

61 (8*y*). Return to an Order of the House of the 17th February, 1913, for a copy of all letters and correspondence exchanged in reference to the dismissal of Cyprien Martin, of St. Basile, County of Madawaska, N.B., between the Department of Customs and the said Mr. Martin as preventive officer. Presented 28th February, 1913.—*Mr. Michaud*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

G1 (8*z*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against Angus A. Boyd, postmaster at Boyd's post office Antigonish County, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal, and the appointm nt of a successor. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

G1 (9*a*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against John B. Macdonald, postmaster at Glasburn, Antigonish County, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal, and the appointment of a successor. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed*

G1 (9*b*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against Alex. G. Chisholm, postmaster at Ohio, Antigonish County, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal, and the appointment of a successor. Presented 28th February, 1913.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed*

G1 (9*c*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against John J. McLean, postmaster at Cross Roads, Ohio, Antigonish County, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal and the appointment of a successor. Presented 28th February, 1913.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed*

G1 (9*d*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against Dougald McDonald, postmaster at Doctors Brook, Antigonish County, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal, and the appointment of his successor. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

G1 (9*e*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against Dan. A. McInnes, postmaster at Georgeville, Antigonish County, Nova Scotia, and of all letters, telegrams, and correspondence relating in any way to his dismissal, and the appointment of his successor. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

G1 (9*f*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, letters, correspondence, telegrams and other documents relating to the dismissal of E. A. Asker, harbour master at Campbellton. Presented 3rd March, 1913.—*Mr. Reid (Restigouche)*.. .. ..*Not printed.*

G1 (9*g*). Return to an Order of the House of the 10th February, 1913, for a copy of all papers, letters, documents and orders relative to the dismissal of Fred Shultz as caretaker of the armouries at Kentville, Nova Scotia, and of the appointment of William Shoop in his place and also for a statement of the stores in said armouries in the years 1910, 1911, 1912, respectively, and for a copy of all orders and regulations relative to the duties of such caretaker. Presented 3rd March, 1913.—*Mr. Macdonald. Not printed.*

G1 (9*h*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dr. Freeman O'Neil, from the Marine Hospital at Louisburg, Cape Breton South, N.S., and of evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 10th March, 1913.—*Mr. Carroll..Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (9*i*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Leon N. Poirier, wharfinger at Descouse, Richmond County, N.S. Presented 10th March, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61 (9*j*). Return to an Order of the House of the 10th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Norman L. Trefry, shipping master at Yarmouth, County of Yarmouth, N.S., and the same information regarding the appointment of Mr. Trefry's successor Presented 10th March, 1913.—*Mr. Law*.. .. ..*Not printed.*

61 (9*k*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, correspondence, &c., relating to the dismissal of James Amereault, lighthouse keeper at New Edinburgh, Digby County, N.S. Presented 10th March, 1913.—*Mr. McLean (Halifax)*.. .. ..*Not printed*

61 (9*l*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports, letters, correspondence, &c., relating to the dismissal of H. B. Manley, a clerk in the Dominion Lands Office at Saskatoon. Presented 10th March, 1913.—*Mr. McCraney*.. .. ..*Not printed*

61 (9*m*). Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, letters, telegrams, papers and other documents in connection with the dismissal of John Spicer, senior assistant of the Moosejaw Land Agency. Presented 10th March, 1913.—*Mr. Knowles*.. .. ..*Not printed.*

61 (9*n*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, letters, telegrams and other documents respecting the dismissal of Robert Pragnall from the position of agent of the Dominion Land Office at Swift Current and the appointment of his successor. Presented 10th March, 1913.—*Mr. Knowles.*
Not printed.

61 (9*o*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports, letters, correspondence, &c., relating to the dismissal of G. M. Ullyot, a clerk in the Dominion Lands Office at Saskatoon. Presented 10th March, 1913.—*Mr. McCraney*.. .. ..*Not printed*

61 (9*p*). Return to an Order of the House of the 9th December, 1912, for a return showing the detail and number of dismissals from public offices by the present government to this date in the riding of Saskatoon, with the names of the dismissed occupants, the reasons for their dismissals, the complaints against such officials, and all correspondence with respect to the same, and of all reports of investigations, in case where such were held. Presented 17th March, 1913.—*Mr. McCraney*.. .. .. ..*Not printed*

61 (9*q*). Return to an Order of the House of the 17th February, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports, affidavits and other documents in the Department of Inland Revenue, respecting the dismissal of J. N. Poirier, Collector of Excise at Victoriaville, County of Arthabaska, and the names of the witnesses interested, with a copy of the evidence and a statement of expenses of the said inquiry. Presented 17th March, 1913.—*Mr. Brouillard*.. .. ..*Not printed.*

61 (9*r*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of John G. Morrison, fishery inspector at Englishtown, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 18th March, 1913.—*Mr. Kyte*.. .. ..*Not printed*

CONTENTS OF VOLUME 27—*Continued.*

61 (9*s*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Edward Landry, lightkeeper, Petite de Grat, Richmond County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 18th March, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61 (9*t*). Return to an Order of the House of the 27th January, 1913, for a copy of all documents, petitions, letters, correspondence, inquiries and reports concerning the dismissal of Evariste Talbot, employed in the general freight office of the Intercolonial. Presented 18th March, 1913.—*Mr. Lapointe (Kamouraska)*.....*Not printed*

61 (9*u*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Railways or any department of the government, relating to the dismissal of Philip H. Ryan, an employee of the Intercolonial railway at Mulgrave, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 18th March, 1913.—*Mr. Sinclair*..*Not printed.*

61 (9*v*). Return to an Order of the House of the 3rd February, 1913, for a return showing how many postmasters and other post office employees were removed from office respectively, from the 1st of July, 1896, to the 1st of October, 1911, and the number in each province; and from the 10th of October, 1911, up to date, with the number in each province; also the number of post offices in operation in each province on the 1st July, 1896. Presented 26th March, 1913.—*Mr. Rainville*.....*Not printed.*

61 (9*w*). Return to an Address to His Royal Highness the Governor General of the 3rd February, 1913, for a copy of all orders in council, and of all letters, telegrams, complaints, petitions and of all other documents of any kind, in the possession of the government, or of any department or official thereof, in any way relating to or concerning the dismissal of Dr. Clarence T. Campbell, post office inspector at London, Ontario. Presented 26th March, 1913.—*Mr. Ross*.....*Not printed.*

61 (9*x*). Return to an Order of the House of the 9th December, 1912, for a return showing the number of postmasters that have been dismissed in the County of Missisquoi since 1st October, 1911, the names of the postmasters who have been appointed to succeed them, the cause of the dismissals and a copy of all complaints and correspondence with respect to the same, and of all reports of investigations where such have been held. Presented 26th March, 1913.—*Mr. Kay*.....*Not printed.*

61 (9*y*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, regarding any change in any post office or postmastership in Bonaventure County, between 5th December, 1912, up to date. Presented 26th March, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

61 (9*z*). Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, documents, correspondence, orders in council, &c., relative to the dismissal of S. A. Johnson, late postmaster at Petite Rivière, Lunenburg County, N.S. Presented 26th March, 1913.—*Mr. MacLean (Halifax)*.
Not printed.

CONTENTS OF VOLUME 27—*Continued.*

61 (10*a*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Murdock McKenzie, postmaster at Millville Boulardarie, Nova Scotia, in the riding of North Cape Breton and Victoria. Presented 26th March, 1913.—*Mr. McKenzie* ....*Not printed.*

61 (10*b*). Return to an Order of the House of the 9th December, 1912, for a copy of all documents, correspondence and telegrams relating to the dismissal of James Stewart, postmaster at Middleton, Antigonish County, and the appointment of his successor. Presented 26th March, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed*

61 (10c). Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, telegrams and reports relating to the dismissal of Lauchlin McNeil, postmaster at New France, County of Antigonish, and the appointment of his suc- Presented 26th March, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

61 (10*d*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Frank Dunlop, postmaster at Groves Point, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expense of such investigation. Presented 26th March, 1913.—*Mr. McKenzie.*

Not printed.

61 (10*e*). Return to an Order of the House of the 10th December, 1912, for a copy of all letters, telegrams, complaints, petitions and other documents relating to the investigation of A. W. Salsman, postmaster at Middle Country Harbour, N.S., and to the appointment of his successor. Presented 26th March, 1913.—*Mr. Sinclair.*

Not printed.

61 (10*f*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Richard Conroy, postmaster at Cross Roads, County Harbour, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 26th March, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (10*g*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Abner Carr, postmaster at St. Francis Harbour, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of expenses of such investigation. Presented 26th March, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (10*h*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Parker Sangster, postmaster, Upper New Harbour, Guysborough County, NS., and of all evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 26th March, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (10*i*). Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, orders in council and all other papers or documents in any way relating to the dismissal of Alexander Marion, from the position of postmaster at Rockland, Ontario. Presented 26th March, 1913.—*Mr. Murphy* ....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (10*j*). Return to an Order of the House of the 4th December, 1912, for a copy of the evidence taken and the report made by each commissioner appointed since 1st of November, 1911, to conduct an investigation into charges of offensive partizanship made against postmasters in the County of Russell. Presented 26th March, 1913.—*Mr. Murphy* .....*Not printed.*

61 (10*k*). Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, evidence, reports, findings and correspondence, relating to the dismissal of Mathew Boutilier, recently postmaster at Mushaboom, Halifax County, N.S. Presented 26th March, 1913.—*Mr. MacLean (Halifax)*.....*Not printed*

61 (10*l*). Return to an Order of the House of the 29th January, 1913, for a return showing the names of the postmasters in the County of Joliette, who have been dismissed from 1896 to September, 1911; their respective parishes; dates of their dismissals; the reasons alleged; whether an inquiry was made in each case; on whose recommendation in each case the dismissals were made; names of successors in each case, and on whose recommendation were they appointed. Presented 26th March, 1913.—*Mr. Guilbault.* *Not printed.*

61 (10*m*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports, letters, correspondence, &c., relating to the dismissal of T. Doane Crowell, postmaster at Shag Harbour, Shelburne County, N.S., and the appointment of his successor. Presented 26th March, 1913.—*Mr. Law.* *Not printed*

61 (10*n*). Return to an Order of the House of the 22nd January, 1913, for a return showing the postmasters who have been dismissed in the County of Vaudreuil, the dates of their appointment, the cause of their dismissal and by whom their dismissal was requested. Presented 26th March, 1913.—*Mr. Boyer*.....*Not printed.*

61 (10*o*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, letters, correspondence, &c., relating to the dismissal of Mrs. Spinney, postmistress at Upper Port La Tour, Shelburne County, N.S. Presented 26th March, 1913.—*Mr. Law*.....*Not printed.*

61 (10*p*). Return to an Order of the House of the 29th January, 1913, for a return showing the number of postmasters dismissed in the County of Rimouski since 21st September, 1911, giving their names. Presented 26th March, 1913.—*Mr. Lapointe (Kamouraska)* .....*Not printed.*

61 (10*q*). Return to an Order of the House of the 4th December, 1912, for a return showing the detail and number of dismissals from public offices by the present government to this date in the riding of Wright, giving the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials, and a copy of all correspondence with respect to the same, with all reports of investigations where such were held. Presented 27th March, 1913.—*Mr. Devlin*.....*Not printed*

61 (10*r*). Return to an Order of the House of the 29th January, 9113, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John R. McLennan, janitor of the public building at Inverness Town, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by Mr. H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 28th March, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (10*s*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, and other documents relating to the dismissal of James Arbuckle, caretaker of the public buildings at Pictou, and the appointment of two successors in his stead Presented 28th March, 1913.—*Mr. Macdonald*.....*Not printed.*

61 (10*t*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Mary Dunlop, telegraph operator at Groves Point, Cape Breton County, Nova Scotia, in the riding of North Cape Breton and Victoria. Presented 28th March, 1913.—*Mr. McKenzie* .....*Not printed.*

61 (10*u*). Return to an Order of the House of the 4th December, 1912, for a return showing the foremen employed at the various public works in the County of Gloucester on the 21st of September, 1911, who have been dismissed since by the present administration, containing their names, reasons of dismissal, nature of the charges made against them, also a copy of all correspondence connected with the same and reports of inquiries, in cases where such inquiries have been instituted. Presented 28th March, 1913.—*Mr. Turgeon*..... .....*Not printed*

61 (10*v*). Return to an Order of the House of the 3rd February, 1913, for a copy of all letters, telegrams, papers and documents relative to the dismissal of Captain Lyons of the dredge *Northumberland*, and the appointment of his successor. Presented 28th March, 1913.—*Mr. Macdonald*..... .....*Not printed.*

61 (10*w*). Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, orders in council and all other papers or documents in any way relating to the dismissal of James McCartin, from the position of inspector of the concrete work forming part of the contract for the construction of the The Plaza at the City of Ottawa Presented 28th March, 1913.—*Mr. Murphy* ....*Not printed.*

61 (10*x*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Robert C. Morrison, postmaster at St. Peters, Richmond County, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation, together with a copy of all recommendations, letters, telegrams and other papers relating to the appointment of Mr. Morrison's successor. Presented 31st March, 1913.—*Mr. Kyte.* *Not printed*

61 (10*y*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Richard Dugas, storm signal attendant at Alder Point, Nova Scotia, in the riding of North Cape Breton and Victoria. Presented 4th April, 1913.—*Mr. McKenzie.* *Not printed.*

61 (10*z*). Return to an Order of the House of the 20th January, 1913, for a return showing the names of all officials of the Marine and Fisheries Department who have been dismissed or removed in the County of Pictou, the reasons of the same, the evidence taken at any investigation held in regard to them, and the reports of said investigations, the names of their successors, and a copy of all letters, charges, complaints and recommendations from any person or persons in regard to the said removals or dismissals, or in regard to the appointment of their successors. Presented 4th April 1913.—*Mr. Macdonald*..... .....*Not printed*

CONTENTS OF VOLUME 27—*Continued.*

61 (11*a*). Return to an Order of the House of the 3rd March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of William L. Munro, lightkeeper at White Head, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 4th April, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (11*b*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, correspondence, reports and documents touching the dismissals of Alexander R. McAdam as fishery officer for the County of Antigonish, N.S., and the appointment of his successor. Presented 4th April, 1913.—*Mr. Chisholm (Antigonish).* *Not printed.*

61 (11*c*). Return to an Order of the House of the 19th February, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Marine and Fisheries Department, or any department of the government, relating to the dismissal of Stephen C. Richard, lightkeeper at Charlos Cove, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 4th April, 1913—*Mr. Sinclair*.....*Not printed.*

61 (11*d*). Supplementary to an Order of the House of the 7th February, 1912, for a return showing for each department of the government the names, post office addresses, offices, employment, and salaries of all persons employed either in the inside or outside service thereof, and of such persons not in the Civil Service, employed by the government in any department, on the tenth day of October, 1911, who have been removed from office or employment by dismissal; specifying in each case the manner of and grounds of such dismissals and the length of notice given to the persons removed, and also indicating in each case whether an inquiry was or was not held prior to such dismissal. Presented 7th April, 1913.—*Mr. Kyte*.....*Not printed.*

61 (11*e*). Return to an Order of the House of the 7th December, 1912, for a return showing the public officers removed by the present government in the district of Lotbinière, with the names and duties of such persons, the reasons of their dismissal, the nature of the complaints made against them, also a copy of all correspondence relating thereto and reports of inquiries in the cases where such inquiries have been held. Presented 9th April, 1913.—*Mr. Fortier*.....*Not printed*

61 (11*f*). Return to an Order of the House of the 29th January, 1913, for a copy of all complaints and charges made against Miss Gertie Lewis, as postmistress at Main-a dieu, Cape Breton South, N.S., and of all letters, telegrams and correspondence relating in any way to her dismissal and the appointment of a successor. Presented 9th April, 1913.—*Mr. Carroll* .....*Not printed.*

61 (11*g*). Return to an Order of the House of the 11th December, 1912, for a copy of all correspondence, letters, telegrams and other documents relating to the dismissal of John Taylor, late postmaster at Carnduff, Sask., and of all reports of investigation held, &c. Presented 9th April, 1913.—*Mr. Turriff*.....*Not printed.*

61 (11*h*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Frederick Mitchell, from the position of postmaster at Dominion, Cape Breton South, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 9th April, 1913.—*Mr. Carroll.* *Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (11*i*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, letters, telegrams and other correspondence relating to the dismissal of Thomas J. Sears, postmaster at Lochaber, N.S., and the appointment of his successor; of the evidence taken, and of the report thereon made by Commissioner Duchemin, on the charges, if any, made against the dismissed postmaster. Presented 9th April, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

61 (11*j*). Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, letters, telegrams, papers and other documents in connection with the dismissal of the postmaster at Alsask, Saskatchewan. Presented 9th April, 1913.—*Mr. Knowles*..... ....*Not printed*

61 (11*k*). Return to an Order of the House of the 3rd March, 1913, for a copy of all letters, telegrams, instructions and other papers and documents in the possession of the Department of Marine and Fisheries, or any officer thereof, relating to the dismissal or appointment of fishery guardians or fishery officers, in the County of Guysborough, N.S., bearing date since the 10th day of October, 1911. Presented 9th April, 1913.—*Mr. Sinclair*..... .....*Not printed*

61 (11*l*). Return to an Order of the House of the 11th December, 1912, for a copy of all complaints and charges made against John R. Morrison, postmaster at Oban, Richmond County, N.S., and of all letters, telegrams and correspondence relating in any way to his dismissal, and the appointment of a successor. Presented 14th April, 1913.—*Mr. Kyte*..... ....*Not printed.*

61 (11*m*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of A. G. McDonald, postmaster of North East Margaree, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 14th April, 1913.—*Mr. Chisholm (Inverness)*..*Not printed.*

61 (11*n*). Return to an Order of the House of the 9th December, 1912, for a return showing in detail the number of dismissals from public office by the present government to this date, in the constituency of Qu'Appelle, with the names of the dismissed officers, and the reason for their dismissal, the complaints against such officials and a copy of all correspondence, petitions, papers and documents with respect to the same, and of all notes of evidence and reports of investigations in cases where they have taken place. Presented 14th April, 1913.—*Mr. Thomson (Qu'Appelle)*.....*Not printed*

61 (11*o*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Marine and Fisheries or any department of the government, relating to the dismissal of David Reid, fishery officer at Port Hilford, N.S., and if there was an investigation, the names of the witnesses examined, a copy of the evidence, and a detailed statement of the expenses of each investigation. Presented 15th April, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (11*p*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Robert Musgrave, postmaster at North Sydney, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 15th April, 1913.—*Mr. McKenzie*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (11*q*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of A. D. Archibald, postmaster at Glenelg, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 15th April, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed*

61 (11*r*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Leon N. Poirier, postmaster at Descouse, Richmond County, N.S., and of the evidence taken and of the reports of investigation held by H. P. Duchemin in regard to the same and a detailed statement of the expenss of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 15th April, 1913.—*Mr. Kyte*.....*Not printed.*

61 (11*s*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Norman McAskill, postmaster at Framboise, Richmond County, N.S., and of the evidence taken and of the report of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 15th April, 1913.—*Mr. Kyte*.....*Not printed.*

61 (11*t*). Return to an Order of the House of the 11th December, 1912, for a copy of all papers, documents and correspondence relating to the dismissal of A. T. Doucet, postmaster and collector of customs at Salmon River, Digby County, N.S. Presented 15th April, 1913.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

61 (11*u*). Return to an Order of the House of the 29th January, 1913, for a copy of all complaints and charges made against Mrs. Annie Gallivan, as postmistress at Whitney Pier, Cape Breton South, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to her dismissal and the appointment of a successor. Presented 15th April, 1913.—*Mr. Carroll*.....*Not printed.*

61 (11*v*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Wm. J. Paquet, postmaster at Souris, P.E.I. Presented 15th April, 1913.—*Mr. Hughes (Kings, P.E.I.)*.. .. ..*Not printed.*

61 (11*w*). Return to an Order of the House of the 27th January, 1913, for a copy of all documents, correspondence, petitions and recommendations, &c., relating to the dismissal of the postmaster at St. Anaclet, County of Rimouski, during the year 1912, and of the appointment of his successor. Presented 15th April, 1913.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed*

61 (11*x*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of George Gunn, postmaster at French Village, Prince Edward Island. Presented 15th April, 1913.—*Mr. Hughes (Kings, P.E.I.)*.. .. ..*Not printed.*

61 (11*y*). Return to an Order of the House of the 4th December, 1912, for a return showing the detail and number of dismissals from public offices by the present government to this date in the riding of Mackenzie, together with the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials, and a copy of all correspondence with respect to the same, and of all reports of investigations, where any such were held. Presented 15th April, 1913.—*Mr. Cash*..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (11*z*). Return to an Order of the House of the 7th April, 1913, for a copy of all charges investigated by Commissioner W. J. Code, and also of the evidence taken and the report made by the said commissioner. Presented 16th April, 1913.—*Mr. Murphy.*
Not printed.

61 (12*a*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of D. F. McLean, fishery overseer at Port Hood, Inverness County, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 16th April, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed*

61 (12*b*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of J. Scott Nelson, postmaster at Louisdale, Richmond County, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 16th April, 1913. —*Mr. Kyte*.....*Not printed*

61 (12*c*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Joseph McMullen, from the post office at Bridgeport. Cape Breton South, Nova Scotia, and of evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 16th April, 1913.—*Mr. Carroll*....*Not printed.*

61 (12*d*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Frederick A. Martell, postmaster at L'Ardoise, Richmond County, N.S., and of the evidence taken and of the reports of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 16th April, 1913.—*Mr. Kyte*.....*Not printed.*

61 (12*e*). Return to an Order of the House of the 11th December, 1912, for a copy of all representations, statements and complaints as to political activity made against John A. Macdonald, postmaster at McArras Brook, Antigonish County, and of all correspondence relating to the charges made against him and of the report of Commissioner Duchemin on said charges. Presented 16th April, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed*

61 (12*f*). Return to an Address to His Royal Highness the Governor General of the 7th December, 1911, for a copy of all papers, correspondence and orders in council in connection with and relating to the dismissal from office of public officials from each of the departments of government since the 1st day of October last past, including both Inside and Outside Service. Presented 18th April, 1913.—*Mr. Carvell*.....*Not printed.*

61 (12*g*). Return to an Address to His Royal Highness the Governor General of the 3rd March, 1913, for a copy of all papers, documents, correspondence, evidence, order in council, &c., relative to the dismissal of Edward Doucett, sub-collector of customs, Digby County, N.S. Presented 21st April, 1913.—*Mr. McLean (Halifax).*
Not printed.

61 (12*h*). Return to an Address to His Royal Highness the Governor General of the 3rd March, 1913, for a copy of all papers, documents, correspondence, evidence, orders in council, &c., relative to the dismissal of Mr. LeBlanc, sub-collector of customs, Church Point, Digby County, N.S. Presented 21st April, 1913.—*Mr. McLean (Halifax).*
Not printed

CONTENTS OF VOLUME 27—*Continued.*

61 (12*i*). Return to an Order of the House of the 19th March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John C. Bourinot, chief customs officer at Port Hawkesbury, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by Mr. H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 21st April, 1913.—*Mr. Chisholm (Inverness).*
Not printed.

61 (12*j*). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, evidence, correspondence, letters and telegrams in the Department of Railways and Canals since the 21st day of September, 1911, relating to the dismissal of Alexander E. Morrison, Point Tupper, N.S., from the service of the Intercolonial railway, and of all recommendations for the appointment of his successor. Presented 21st April, 1913.—*Mr. Kyte*.. .. ..*Not printed*

61 (12*k*). Return to an Order of the House of the 3rd February, 1913, for a copy of all letters, telegrams, reports and other papers and documents received from the officers of the Canadian Brotherhood of Railway Employees, by the Department of Labour, or of the Department of Railways and Canals, between the 1st day of January, 1912, and the 25th day of January, 1913, relating to investigations and dismissals of employees for political partizanship, and of the replies thereto. Presented 22nd April, 1913.—*Mr. Sinclair*..... .....*Not printed.*

61 (12*l*). Return to an Order of the House of the 31st March, 1913, for a copy of all complaints and charges against James Falconer, of Newcastle, County of Northumberland, New Brunswick, as correspondent of the *Labour Gazette* at Newcastle, and of all letters, telegrams and other correspondence relating in any way to his dismissal and the appointment of a successor. Presented 22nd April, 1913.—*Mr. Loggie*..*Not printed.*

61 (12*m*). Return to an Order of the House of the 19th March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John B. Chisholm, lightkeeper at Port Hastings, Inverness County, Nova Scotia, and the evidence taken and report of investigation held by Mr. H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 24th April, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed.*

61 (12*n*). Return to an Order of the House of the 7th April, 1913, for a copy of all correspondence, telegrams, charges and other documents, relating to the dismissal of Epiphane Nadeau, immigration agent at St. Leonard, Victoria County, N.B. Presented 25th April, 1913.—*Mr. Michaud*.. .. ..*Not printed.*

61 (12*o*). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of D. J. Morrison, boatman in the customs service at Big Bras D'or, North Cape Breton and Victoria, N.S., and of the evidence taken and of reports of the investigation held by H. P. Duchemin, in regard to the same, with a detailed statement of expenses of such investigation. Presented 25th April, 1913.—*Mr. McKenzie.*
Not printed

61 (12*p*). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Rod McLeod, boatman in the customs service at Big Bras D'or, North Cape Breton and Victoria, N.S., and of the evidence taken and of reports of the investigation held by H. P. Duchemin, in regard to the same, with a detailed statement of expenses of such investigation. Presented 25th April, 1913.—*Mr. McKenzie.*
Not printed.

CONTENTS OF VOLUME 27—*Continued.*

61 (12*q*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of D. McLachlin, postmaster at Marble Mountain, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 25th April, 1913.—*Mr. Chisholm (Inverness).. .. ..Not printed.*

61 (12*r*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Abram LeBlanc, postmaster at West Arichat, Richmond County, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same and a detailed statement of the expenses of such investigation, and a copy of all papers relating to the appointment of his successor. Presented 25th April, 1913.—*Mr. Kyte..... .....Not printed.*

61 (12*s*). Return to an Order of the House of the 11th December, 1912, for a copy of all correspondence, letters, telegrams and other documents relating to the dismissal of Charles J. Lafford, postmaster at Grand Grove, Richmond County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 25th April, 1913.—*Mr. Kyte..... .....Not printed*

61 (12*t*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of W. S. Lawrence, postmaster at Margrave Harbour, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin. in regard to the same; also a detailed statement of the expenses of such investigation. Presented 25th April, 1913.—*Mr Chisholm (Inverness).. .. ..Not printed.*

61 (12*u*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John K. McDonald, postmaster at Whycocomagh, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 25th April, 1913.—*Mr. Chisholm (Inverness).....Not printed*

61 (12*v*). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Captain P. J. Wilcox, from the customs office at Louisburg, Cape Breton South, Nova Scotia, and of evidence taken and reports of investigations held by H. P. Duchemin, in regard to the same. Presented 29th April, 1913.—*Mr. Carroll.*
Not printed

61 (12*w*). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of M. J. McKennon, from the customs office at Glace Bay, Cape Breton South, Nova Scotia, and of evidence taken and reports of investigation held by H. P. Duchemin, in regard fo the same. Presented 29th April, 1913.—*Mr. Carvell.....Not printed*

61 (12*x*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Captain John Arsenault, telegraph line repairer at Alder Point, Cape Breton, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 29th April, 1913.—*Mr. McKenzie.*
Not printed.

CONTENTS OF VOLUME 27—*Continued.*

61 (12*y*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Mrs. John Arsenault, telegraph operator at Alder Point, N.S., in the riding of North Cape Breton and Victoria. Presented 2nd May, 1913.—*Mr. McKenzie.*
Not printed

61 (12*z*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Railways and Canals or any department of the government, relating to the dismissal of A. J. Wilkinson, at Mulgrave, N.S and if there was an investigation, the names of all witnesses examined and a detailed statement of the expenses of such investigation. Presented 2nd May, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (13*a*). Charges made against Mr. H. A. Bayfield, superintendent of dredging, British Columbia.—(*Senate*).. .. ..*Not printed.*

61 (13*b*). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of H. G. McKay, lighthouse keeper at Bird Island, Big Bras D'or, North Cape Breton and Victoria, and of the evidence taken, and of reports of the investigation held by H. P. Duchemin, in regard to the same, with a detailed statement of expenses of such investigation. Presented 5th May, 1913.—*Mr. McKenzie*.....*Not printed.*

61 (13*c*). Return to an Order of the House of the 10th March, 1913, for a copy of all reports, charges, and correspondence in the office of the Department of Marine and Fisheries relating to charges of political partizanship against Michael O'Brien, lightkeeper at Bear Island, Richmond County, N.S., and of the instructions issued to H. P. Duchemin, commissioner, to investigate the same together with the Commissioner's report and finding thereon, and his expenses of holding such investigations. Presented 7th May, 1913.—*Mr. Kyte*.....*Not printed.*

61 (13*d*). Return to an Order of the House of the 17th February, 1913, for a copy of all correspondence, letters, telegrams, reports, recommendations and other documents bearing on or having relation to the dismissal of J. H. Leduc, as medical port officer of the port of Three Rivers, P.Q. Presented 7th May, 1913.—*Mr. Bureau*..*Not printed.*

61 (13*e*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Patrick Shea, postmaster at Tompkinsville, Guysborough County, N.S. Presented 7th May, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (13*f*). Return to an Order of the House of the 29th January, 1913, for a copy of all complaints and charges made against Elias Rawding, postmaster at Clementsport, Annapolis County, N.S., and of all letters, petitions, telegrams, and other correspondence relating in any way to his dismissal and the appointment of a successor. Presented 7th May, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (13*g*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Charles McLean, postmaster at Strathlorne, Inverness County, Nova Scotia Presented 7th May, 1913.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

61 (13*h*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Angus R. McDonald, postmaster at Broad Cove Chapel, Inverness County, Nova Scotia. Presented 7th May, 1913.—*Mr. Chisholm (Inverness)*.. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (13*i*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John McPhail, postmaster at Scotsville, Inverness County, Nova Scotia. Presented 7th May, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed.*

61 (13*j*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, complaints, petitions or other documents of any kind received by the government, or any member or official thereof, relating to the conduct of J. Morgan, one time postmaster of the village of Ailsa Craig, Ontario, as such, and relating to an investigation into said conduct. Presented 7th May, 1913.—*Mr. Ross.*
Not printed

61 (13*k*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Roderick McLean, postmaster at Kenlock, Inverness County, Nova Scotia. Presented 8th May, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed*

61 (13*l*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Allan Gillis, postmaster at Gillisdale, South West Margaree, Inverness County, Nova Scotia. Presented 8th May, 1913.—*Mr. Chisholm (Inverness).*
Not printed.

61 (13*m*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of David Shaw, postmaster at Marsh Brook, North East Margaree, Inverness County, Nova Scotia. Presented 8th May, 1913.—*Mr. Chisholm (Inverness).*
Not printed.

61 (13*n*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers concerning the investigation and dismissal of Helen Joubert, postmistress at Sayabec, Quebec. Presented 8th May, 1913.—*Mr. Lemieux*.....*Not printed.*

61 (13*o*). Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, letters, and telegrams between the Honourable Postmaster General or the Post Office Department, and any person or persons, relative to the dismissal or the request therefor of D. A. Redmond, until recently postmaster at Brinston, Ontario. Presented 8th May, 1913.—*Mr. Graham*.....*Not printed.*

61 (13*p*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dan. McEachern, postmaster at McEachern's Mills, Broad Cove Chapel, Inverness County, Nova Scotia. Presented 8th May, 1913.—*Mr. Chisholm (Inverness).*
Not printed.

61 (13*q*). Return to an Order of the House of the 3rd February, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Daniel Dunlop, postmaster at New Campbellton, riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of the investigation held by H. P. Duchemin, in regard to same, with a detailed statement of expense of such investigation. Presented 8th May, 1913.—*Mr. McKenzie*.....*Not printed.*

61 (13*r*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Arthur Armstrong, postmaster at Greenfield, Carleton County, N.B. Presented 8th May, 1913.—*Mr. Carvell*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

G1 (13*s*). Return to an Order of the House of the 3rd February, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Alex. Matheson, postmaster at Boulardarie Centre, north riding Cape Breton and Victoria. Presented 8th May, 1913.—*Mr. McKenzie*.....*Not printed.*

G1 (13*t*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Arthur Talbot, late postmaster at Robertsville, County of Megantic, Province of Quebec. Presented 8th May, 1913.—*Mr. Pacaud*.....*Not printed.*

G1 (13*u*). Dismissal of N. C. Lyster, late postmaster at Lloydminster, Sask.—(*Senate*). *Not printed.*

G1 (13*v*). Return to an Order of the House of the 2nd April, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Mrs. Maggie Cameron, postmistress at Achosnach, Inverness County, Nova Scotia. Presented 9th May, 1913.—*Mr. Chisholm (Inverness)*.. .. .. ..*Not printed.*

G1 (13*w*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of David Fraser, postmaster at North East Margaree, Inverness County, Nova Scotia. Presented 9th May, 1913.—*Mr. Chisholm (Inverness)*.. .. .. ..*Not printed.*

G1 (13*x*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal and retention of W. Stayley Porter, postmaster, Port Maitland, Yarmouth County, N.S., and of the evidence taken and report of investigation held by Charles Lane, in regard to the same; also a detailed statement of expenses of such investigation. Presented 9th May, 1913.—*Mr. Law*.....*Not printed*

G1 (13*y*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, telegrams and other documents relating to the dismissal of Alex. McQueen, postmaster at Kowstoke, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 9th May, 1913.—*Mr. Chisholm (Inverness)* .. ..*Not printed.*

G1 (13*z*). Return to an Order of the House of the 3rd February, 1913, for a return showing the number of employees of the Department of Public Works who have been dismissed in the County of Berthier since the 21st September, 1911, giving the names of the said employees; if an inquiry was held in each case; on whose recommendation, in each case, these dismissals were made; the names of those appointed successors to these persons and on whose recommendation. Presented 12th May, 1913.—*Mr. Beland*. *Not printed.*

G1 (14*a*). Return to an Order of the House of the 10th February, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents in connection with the dismissal and retention of Jesse L. Morton, postmaster at Lower Argyle, N.S., and of the evidence taken and report of the investigation held by Mr. Lane, in regard to the same, also a detailed statement of the expenses of such investigation. Presented 20th May, 1913.—*Mr. Law*.....*Not printed*

G1 (14*b*). Return to an Order of the House of the 10th February, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents in connection with the dismissal of Mrs. M. C. Gaudet, postmistress at West Pubnico, Yarmouth County, N.S., and of the evidence taken and report of the investigation held by Mr. Lane, in regard to same, and also a detailed statement of the expenses of such investigation Presented 20th May, 1913.—*Mr. Law*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (14*c*). Return to an Order of the House of the 28th April, 1913, for a copy of all charges, correspondence, telegrams, and other documents relative to the dismissal of John P. McKinnon, section foreman on the Intercolonial railway at Shubenacadie, in the riding of North Cape Breton and Victoria, N.S. Presented 20th May, 1913.—*Mr. McKenzie*.....*Not printed.*

61 (14*d*). Return to an Order of the House of the 15th January, 1913, for a copy o all papers, letters, telegrams, evidence and other documents regarding the dismissal of Mary A. Bohan, as postmistress at Bath, Carleton County, N.B. Presented 21st May, 1913.—*Mr. Carvell*.....*Not printed.*

61 (14*e*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Edward Lafferty, postmaster at Benton, Carleton County, N.B. Presented 21st May, 1913.—*Mr. Carvell* .....*Not printed.*

61 (14*f*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Dennis McGaffigan, postmaster at Florenceville, Carleton County, N.B. Presented 21st May, 1913.—*Mr. Carvell*.....*Not printed.*

61 (14*g*). Return to an Order of the House of the 27th January, 1913, for a copy of all correspondence and documents bearing upon any change made or asked for in the employees of the Department of Marine and Fisheries in the County of Bonaventure between 5th December, 1912, up to date. Presented 27th May, 1913.—*Mr. Marcil (Bonaventure)*.. .. ..*Not printed.*

61 (14*h*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of J. A. McKenzie. postmaster at Ashfield, Inverness County, N.S. Presented 2nd June, 1913.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

61 (14*i*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, reports and other papers and documents in the possession of the Post Office Department, or any department of the government, relating to the dismissal of James Bowles, postmaster at Alder River, N.S., and if there was an investigation, the names of all the witnesses examined, a copy of the evidence, and a detailed statement of the expense of such investigation. Presented 2nd June, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (14*j*). Return to an Order of the House of the 21st April, 1913, for a copy of all correspondence, complaints, reports, recommendations, petitions, certificates and other documents relating to the dismissal of Mr. Edmund Lacroix, as postmaster of the Parish of St. Joseph du Lac, County of Two Mountains, and the appointment of Rodrique Larocque, of the same place as postmaster. Presented 2nd June, 1913.—*Mr. Ethier*.....*Not printed*

61 (14*k*). Return to an Order of the House of the 26th May, 1913, for a copy of all papers, letters, documents, reports and inquiry, relating to the lighthouse keeper of the Parish of Repentigny, County of L'Assomption. Presented 3rd June, 1913.—Mr. *Seguin*.....*Not printed.*

61 (14*l*). Return to an Order of the House of the 16th April, 1913, for a copy of all papers, documents, evidence, reports, &c., relating to the dismissal of B. C. Kanock, late shipping master at Lunenburg, N.S. Presented 4th June, 1913.—*Mr. McLean (Halifax)*. *Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (14*m*). Return to an Order of the House of the 3rd March, 1913, for a copy of all complaints, accusations, correspondence, petitions and telegrams, respecting the dismissal of Ulric Thibaudeau, agent for pilots at Quebec, and of all documents respecting the appointment of his successor, such as petitions, letters of recommendation, &c., and of the evidence and report made after the inquiry held by the inquiring commissioner; and also a detailed statement of the expenses caused by this inquiry. Presented 4th June, 1913.—*Mr. Delisle*.....*Not printed.*

61 (14*n*). Supplementary return to an Order of the House of the 20th January, 1913, for a return showing the names of all officials of the Marine and Fisheries Department who have been dismissed or removed in the County of Pictou, the reasons of the same, the evidence taken at any investigation held in regard to them, and the reports of said investigations, the names of their successors, and a copy of all letters, charges, complaints and recommendations from any person or persons in regard to the said removals or dismissals, or in regard to the appointment of their successors. Presented 4th June, 1913.—*Mr. Macdonald*.....*Not printed.*

61 (14*o*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, or any department of the government relating to the dismissal of Captain Freeman Myers, postmaster at Cole Harbour, Guysborough County, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 4th June, 1913.—*Mr. Sinclair.*

Not printed

61 (14*p*). Return to an Order of the House of the 4th December, 1912, for a return showing all public officers removed by the present government in the district of St. James, Montreal, together with the names and duties of such persons, the reasons of their dismissal, the nature of the complaints brought against them, and a copy of all correspondence relating thereto, and of reports of inquiries in the cases where such have been held. Presented 4th June, 1913.—*Mr. Lapointe (Montreal)*.....*Not printed*

61 (14*q*). Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a return showing all the employees of the Dominion government in the constituency of Edmonton, dismissed between 10th of October, 1911, and 21st of November, 1912, the salary being paid to such employee at the time of his dismissal, together with a copy of all correspondence, recommendations to council, orders in council, and all other papers or documents in any way connected with such dismissal; Presented 4th June, 1913.—*Mr. Oliver*.....*Not printed.*

61 (14*r*). Return to an Order of the House of the 4th December, 1912, for a return showing the names of all officials in the district of Sunbury and Queens, who have been dismissed or removed from office since September, 1911, the reason for such dismissal or removal, the evidence taken at any investigation held in regard to them, the reports upon such investigations, the name of any successor appointed in place of dismissed officials, and a copy of all letters, charges, complaints and recommendations in regard to the said removals or dismissals, or in regard to the appointment of their successors. Presented 4th June, 1913.—*Mr. McLean (Sunbury)*.....*Not printed.*

61 (14*s*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Marine and Fisheries, or any department of the government relating to the dismissal of Levi Munroe, harbour master at

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White Head, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 4th June, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (14*t*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, or any department of the government, relating to the dismissal of Stanford Langley, postmaster at Isaac Harbour North, N.S., and if there was an investigation the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 5th June, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (14*u*). Return to an Order of the House of the 24th February, 1913, for a copy of all letters, telegrams, correspondence, charges, evidence, reports, and other documents relating to the dismissal of Hugh R. McAdam as postmaster at Arisaig, N.S., and the appointment of Reverend Daniel L. Macdonald as his successor. Presented 5th June, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

61 (14*v*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, or any department of the government, relating to the proposed dismissal of J. J. McNeil, at Grant's Lake, N.S., and if there was an investigation, the names of the witnesses examined and a detailed statement of the expenses of such investigation. Presented 5th June, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (14*w*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Railways and Canals, or any department of the government, relating to the dismissal of Alex. McInnis, car inspector of the Intercolonial railway at Mulgrave, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 6th June, 1913.—*Mr. Sinclair*..*Not printed.*

61 (14*x*). Return to an Order of the House of the 28th April, 1913, for a copy of all charges, correspondence, telegrams, and other documents relative to the dismissal of Archibald McDonald, bridge tender on the Intercolonial railway at Grand Narrows, Iona, riding of North Cape Breton and Victoria, N.S. Presented 6th June, 1913.—*Mr. McKenzie*.....*Not printed.*

61 (14*y*). Names of all officials dismissed in Shelburne and Queens from 1st December, 1896.—(*Senate*).....*Not printed.*

62. Return to an Order of the House of the 4th December, 1912, for a return showing the number of all contracts cancelled in the County of Bonaventure since the 1st of October, 1911; the names of the contractors, the prices paid to them, the reasons for the cancellation in each case; and a copy of any investigations and reports had into the causes of such cancellations, the names of the new contractors and the prices paid to them in each case. Presented 14th January, 1913.—*Mr. Marcil (Bonaventure)*. *Not printed.*

62*a*. Return to an Order of the House of the 5th December, 1912, for a return showing the number of rural mail delivery routes that have been established in Canada since the 1st January, 1912, in each province and county, respectively. Presented 14th January, 1913.—*Mr. Lemieux*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

62*b*. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, letters, telegrams, complaints and other documents relating to the cancelling of the contract for conveying His Majesty's mails, entered into on the 1st day of January, 1912, between the Honourable Postmaster General and Mr. J. C. Beeman, of Guthrie, County of Missisquoi; together with the reason for the cancellation of this contract, the price paid to Mr. Beeman, the name of the present contractor and the price paid to him. Presented by Hon. Mr. Pelletier.—*Mr. Kay*.....*Not printed.*

62*c* Return to an Order of the House of the 11th March, 1912, for a copy of all letters, requests, memorandums, tenders and other documents in the possession of the Post Office Department relating to the calling for tenders and the granting of the contract now in force for the carrying of the mail between Sorel and Ste. Victoire, County of Richelieu. Presented 20th January, 1913.—*Mr. Cardin*.....*Not printed.*

62*d*. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, letters, telegrams, tenders, bonds, agreements, contracts and other documents in the possession of the Post Office Department relating to the letting of the contract for carrying the mails between Heatherton and Guysborough, in the year 1912; and also relating to any temporary agreement entered into prior to the date of letting such contract. Presented 21st January, 1913.—*Mr. Sinclair*.....*Not printed*

62*e*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters and other documents relating to the establishment of a rural mail service between Saltsprings and West River Station, in the County of Pictou, in the year 1912. Presented 17th February, 1913.—*Mr. Macdonald*.....*Not printed.*

62*f*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, and other documents relating to the establishment of a rural mail delivery service between Merigonish Station, County of Pictou, and Arisaig, in the County of Antigonish, in the year 1912. Presented 17th February, 1913.—*Mr. Macdonald.*
Not printed

62*g*. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, letters, telegrams and reports regarding the termination of H. D. Decoste's contract for carrying the mails between Linwood Station and Linwood post office and the making of a new contract with D. Delorey, from the 1st January, 1913. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

62*h*. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, complaints, recommendations, telegrams and reports bearing on the railway mail service in Bonaventure County from October, 1911, up to date, and on the appointment and dismissal of officers in such connection, with the names, residences, salaries and duties, as well as of all documents bearing on the suspension of the railway mail service during the period mentioned, as well as a copy of all documents referring to agreements made to meet such a contingency during the coming winter. Presented 25th March, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

62*i*. Return to an Order of the House of the 9th December, 1912, for a copy of all tenders received and the contracts entered into for the carrying of the mails between St. Andrew and Beauley, County of Antigonish, and of all letters, telegrams and correspondence on file in the Post Office Department containing any recommendation or advice regarding the awarding of such contract, or in any way referring thereto. Presented 26th March, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

62*j*. Return to an Order of the House of the 3rd February, 1913, for a return showing what changes, if any, have been made in the contracts for the carrying of the mails in the County of Berthier, since the 21st September, 1911; in what parishes, on what date, and for what reason; to whom have the new contracts been granted, and if a tender was asked for in each case. Presented 14th April, 1913.—*Mr. Béland.*
Not printed

62*k*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, bonds, reports and other papers and documents in the possession of the Post Office Department, or any department of the government, relating to the letting of the mail contract between Guysborough and Charlos Cove, County of Guysborough, N.S., during the year 1912. Presented 28th April, 1913.—*Mr. Sinclair.*
Not printed.

62*l*. Return to an Order of the House of the 14th April, 1913, showing the names of the various railway mail clerks employed, respectively, on the Montreal and Quebec divisions and the date of the appointment and residence of each. Presented 7th May, 1913.—*Mr. Bureau* .....*Not printed.*

62*m*. Return to an Order of the House of the 9th April, 1913, for a copy of the contract entered into by the Post Office Department with the Ontario Equipment Company of Ottawa relating to the purchase of locks for mail bags. Presented 7th May, 1913.—*Mr. Carvell* .....*Not printed.*

62*n*. Return to an Order of the House of the 7th April, 1913, for a copy of all correspondence, telegrams, &c., exchanged between the Honourable the Postmaster General and Dr. Faucher, of Quebec, concerning the purchase of a certain patented lock for mail bags. Presented 7th May, 1913.—*Mr. Lapointe (Kamouraska)*.. .. .. ..*Not printed.*

62*o*. Return to an Order of the House of the 7th April, 1913, for a copy of all correspondence, telegrams, &c., exchanged between the Honourable the Postmaster General and Mr. Aimé Dion, advocate of Quebec, concerning the purchase of a certain patented lock for mail bags. Presented 7th May, 1913.—*Mr. Verville*.....*Not printed.*

62*p*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, reports, bonds of indemnity, and all other papers and documents in the possession of the Post Office Department, or any department of the government, relating to the contract for carrying the mails between Linwood or some point of the Intercolonial railway, County of Antigonish, N.S., and Grosvenor, County of Guysborough, N.S. Presented 9th May, 1913.—*Mr. Sinclair*....*Not printed.*

62*q*. Return to an Order of the House of the 24th April, 1913, for a return showing the full names of the mail carriers in the County of Vaudreuil and Soulanges; between what place they perform the service; the distance between each of these places; the amount of each carrier's contract, and the amount the government paid for the carriage of the mail in these different places before September, 1911. Presented 16th May, 1913.—*Mr. Boyer*.....*Not printed.*

62*r*. Return to an Order of the House of the 7th May, 1913, for a return showing the number of post offices in Yarmouth County, Nova Scotia, not served with daily mail, giving the names and the number of times per week served. Presented 20th May, 1913. —*Mr. Law*..... .....*Not printed.*

62*s*. Return to an Address to His Excellency the Administrator of the 7th April, 1913, for a copy of all orders in council, reports of experts and contracts, in connection with

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the different purchases of rural mail delivery boxes made by the Post Office Department since 1908, until 1st January, 1912. Presented 21st May, 1913.—*Mr. Lemieux.* *Not printed.*

62*t*. Return to an Order of the House of the 12th May, 1913, for a return giving the names of the post offices and of the postmasters in the Counties of Soulanges and Vaudreuil. Presented 21st May, 1913.—*Mr. Boyer*.....*Not printed.*

62*u*. Return to an Order of the House of the 5th December, 1912, for a copy of all letters, telegrams, petitions and other documents relating to the establishment of rural mail delivery routes in the County of Pictou since the 1st October, 1911, with a statement of all routes applied for, of routes established and of those refused, and the reason for their refusal. Presented 2nd June, 1913.—*Mr. Macdonald*.....*Not printed.*

62*v*. Return to an Order of the House of the 31st March, 1913, for a copy of all correspondence concerning the purchase of new locks for mail bags by the Post Office Department from the Ontario Equipment Company. Presented 4th June, 1913.—*Mr. Carvell.* *Not printed.*

62*w*. Return to an Order of the House of the 17th February, 1913, for a copy of all correspondence, letters, telegrams, memoranda, tenders, bonds and all other documents relative to the contract for the carrying of the mail between the post office and Canadian Pacific Railway station at Three Rivers and vice versa, since the eleventh day of October, 1911, to date. Presented 4th June, 1913.—*Mr. Tobin*.....*Not printed.*

62*x*. Return to an Order of the House of the 21st April, 1913, for a copy of all correspondence, telegrams, complaints, affidavits, reports, recommendations, requests, certificates, contracts and other documents relating to the cancelled contract of M. E. Bougie, for carrying the mails between the post office and railway station at Bromptonville, Quebec. Presented 4th June, 1913.—*Mr. Bureau*.....*Not printed.*

63. Return to an Order of the House of the 4th December, 1912, for a return showing all the new post offices opened in the County of Bonaventure, since October, 1911, up to date, and a copy of the correspondence in connection therewith, together with the names of such post offices and postmasters, and the location of such offices; and also a copy of all papers asking for such offices. Presented 14th January, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

64. Return to an Order of the House of the 9th December, 1912, for a copy of all petitions, correspondence, memoranda, recommendations and other papers or documents in the possession of the Department of Marine and Fisheries relating to the proposals to supply medicine or medical attendance free, or otherwise, to Canadian boat fishermen. Presented 14th January, 1913.—*Mr. Sinclair*.....*Not printed.*

65. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, petitions, complaints, memoranda, reports and investigations regarding the service performed by the steamer *Canada*, owned by the Inter-Provincial Navigation Company of Fraserville, Quebec, since October, 1911, up to date, and also of all documents bearing on the present contract with the Department of Trade and Commerce, or the renewal or extension thereof. Presented 14th January, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed*

66. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, telegrams, letters, &c., relating to the matter of the establishment of a lobster hatchery at Spry Bay, Halifax County, N.S. Presented 14th January, 1913. —*Mr. Maclean (Halifax)*.....*Not printed.*

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67. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, telegrams, &c., between the Department of Trade and Commerce and any company, person or persons, relative to the continuance and payment of a subsidy towards a steamship service between St. John, N.B., and Bear River, N.S., for the fiscal year 1912, and performed during the fiscal year 1911. Presented 17th January 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

67*a*. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, documents, memoranda, letters, telegrams and documents bearing on a request for a subsidy for a steam service between Bonaventure, Quebec, or any other part of Bonaventure County and Bathurst, New Brunswick, or any other part of Gloucester County, New Brunswick, and between New Richmond, Quebec, and Dalhousie, New Brunswick, and between Carleton and Miguasha, Quebec, and Dalhousie, New Brunswick, or Campbellton, New Brunswick, or both, as well as a copy of all replies made for such subsidies and this since October, 1911, to date. Presented 14th January, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

67*b*. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all advertisements, tenders, contracts, orders in council memoranda, papers, letters and correspondence in any way relating to a subsidized steamship service between Canadian ports and any ports of the British West Indies, or any proposed improvement or extension of such steamship service since 1st November, 1911 to the present time. Presented 15th January, 1913.....*Not printed.*

67*c*. Return to an Order of the House of the 4th December, 1912, for a copy of all reports made by officials of the Department of Railways and Canals on the Quebec and Oriental railway, and the Atlantic, Quebec and Western railways, together with a statement of the subsidies paid such railways since October, 1911, up to date, and a copy of all correspondence in that connection. Presented 17th January, 1913.—*Mr Marcil (Bonaventure)*.....*Not printed*

67*d*. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence between the Minister of Railways or any other member of the government and any person regarding the acquisition by the government of Canada of the Quebec Oriental railway, formerly the Atlantic and Lake Superior railway, and the Atlantic, Quebec and Western railway, or both. Presented 27th January, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

67*e*. Return to an Order of the House of the 29th January, 1913, for a copy of the report made to the Minister of Railways and Canals by the party of government engineers who inspected the Quebec and Saguenay railway during December, 1912, January, 1913. Presented 27th February, 1913.—*Mr. Lemieux*.....*Not printed.*

67*f*. Return to an Order of the House of the 17th February, 1913, for a copy of all reports made by any engineers or accountants to the Minister of Railways and Canals on the usefulness of the Atlantic, Quebec and Western railway and the Quebec Oriental railway, to the Intercolonial railway as branch lines or feeders. Presented 27th February, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

67*g*. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, documents, petitions, orders in Council, memoranda, correspondence, &c., by and between the government of Canada or any member thereof, and the government of the province of British Columbia, or any member thereof, since 1st May, 1912, relating to the subject to an increase of the provincial subsidy to the said province. Presented 16th April, 1913.—*Mr. Maclean (Halifax).*

Printed for sessional papers.

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67*h*. Return to an Address to His Royal Highness the Governor General of the 20th January, 1913, for a copy of all documents and memorials of the government of British Columbia presenting claims for additional provincial subsidies, and of all correspondence and orders in council on the same. Presented 16th April, 1913.—*Sir Wilfrid Laurier*..... .....*Printed for sessional papers.*

67*i*. Copy of agreement made with the several provinces as to the expenditure of the subsidies granted under the Agricultural Aid Act, and statement showing the purposes for which said subsidies are to be expended. Presented 6th June, 1913, by Hon. Mr. Burrell.... ....*Not printed.*

68. Copies of general orders promulgated to the militia for the period between 2nd November, 1911, and 5th Novmber, 1911. Presented by Hon. Mr. Hughes, 14th January, 1913. *Not printed.*

69. Return to an Address to His Excelleney the Right Honourable Sir Charles Fitzpatrick, P.C., &c., administrator, of the 31st March, 1913, for a copy of all papers, documents, petitions, letters, telegrams, orders in council and other papers and documents in possession of the Department of Customs, relating to the duty payable on twine used for fishing purposes, and especially relating to the construction placed upon item 682 of the Customs Tariff. Presented 23rd May, 1913.—*Mr. Sinclair*.....*Not printed.*

70. Return to an Order of the House of the 30th November, 1912, for a return showing:—

1. The date when the present Canadian Pure Food Act, now known as the Adulteration Act, R.S.C., was enacted.

2. What foods, beverages or drugs have standards of strength and purity under the Act been fixed, and what are the dates when such standards become operative.

3. What foods, beverages or drugs have standards of strength and purity been prepared and recommended from time to time by the chief analyst, which have not been put in force, and why were such standards not put in force.

4. How many cases of adulteration together with cases which show standards of quality below those required by the Adulteration Act, have been ascertained by the Dominion analyst since the said Act came into operation.

5. In how many of such cases did prosecutions under the Act or under the Criminal Code follow, and in how many cases were convictions secured. Presented 14th January, 1913.—*Mr. McDonnell*..... .....*Not printed.*

71. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, negotiations, proposals in writing and other papers and documents in the possession of the government, or any department thereof, relating to reciprocity in trade with the United States, bearing date between the 1st day of January, 1890, and the 31st day of December, 1891. Presented 14th January, 1913.—*Mr. Sinclair.* *Not printed*

72. Return to an Order of the House of the 4th December, 1912, for a copy of all letters, telegrams, &c., exchanged between the member for Bellechasse County and the Minister of Agriculture and the Postmaster General, concerning the appointment of an additional physician at the quarantine station of Grosse Ile. Presented 14th January, 1913.—*Mr. Lemieux*..... .....*Not printed.*

72*a*. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, documents, recommendations and reports concerning the appointment of Doctor Pomminville, to the position of surgeon of the St. Vincent de Paul penitentiary, replacing Doctor A. Allaire. Presented 24th January, 1913.—*Mr. Wilson (Laval)*..... ....*Not printed.*

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Return to an Order of the House of the 10th December, 1912, for a copy of all letters, telegrams, correspondence and other documents relating to the appointment of Charles W. Hatfield, fishery officer on the Tusket River, Yarmouth County, N.S. Presented 27th January, 1913.—*Mr. Law*.....*Not printed.*

Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, letters, requests, telegrams and other documents relating to the appointment of Louis Nadeau as postmaster at Ste. Christine, County of Bagot. Presented 4th February, 1913.—*Mr. Marcil*.....*Not printed.*

l. Return to an Order of the House of the 29th January, 1913, for a copy of all orders letters, telegrams and other documents in connection with the appointment of Lt.-Col. Warburton, as administrative medical officer at the Charlottetown camp in 1912, and of all letters and telegrams asking for a change in the said appointment, and of all orders and other documents relating to his being superseded, and to the appointment of his junior, Lt.-Col. Jenkins, in his place. Presented 13th February, 1913.—*Mr. Macdonald*.....*Not printed.*

72*e*. Return to an Order of the House of the 27th January, 1913, for a copy of all documents, letters, correspondence, recommendations, reports, &c., relating to the appointment of Mr. J. Begin as manager of the experimental farm at Ste. Anne de la Pocatière. Presented 13th February, 1913.—*Mr. Lapointe (Kamouraska)*....*Not printed.*

72*f*. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence exchanged between Dr. Marcotte, M. Lavallée, M.P., the Honourable the Postmaster General and the Minister of Agriculture, concerning the appointment of an additional medical officer at Grosse Isle quarantine station. Presented 19th February, 1913.—*Mr. Lemieux*.. .. ..*Not printed.*

72*g*. Return to an Order of the House of the 3rd March, 1913, for a copy of all letters, telegrams, recommendations and other papers in connection with the appointment of John Macdonald as Inspector of Inland Revenue for the Maritime Provinces, and of all letters, telegrams, applications, recommendations and other papers received from any other person or persons relative to the applications of other persons for the position. Presented 17th March, 1913.—*Mr. Macdonald*.....*Not printed.*

72*h*. Return to an Order of the House of the 17th February, 1913, for a copy of all letters, petitions, telegrams, recommendations and other papers and documents, in the possession of the Department of Marine and Fisheries, or any department of the government, relating to the appointment of F. W. Kelley, M.D., as port physician at Bridgewater, N.S. Presented 18th March, 1913.—*Mr. Law*.....*Not printed*

72*i*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a return showing all appointments to office under the Dominion government in the constituency of Edmonton from 10th October, 1911, to 21st November, 1912, with a statement of the salaries in each case, together with a copy of all correspondence, recommendation to council, orders in council, and all other papers or documents in any way connected with such appointments. Presented 28th March, 1913.—*Mr. Oliver* ....*Not printed.*

72*j*. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, recommendations, reports, memoranda and other documents bearing on the appointment of a general foreman, or other permanent or temporary officials, of the Department of Public Works in the County of Bonaventure since October, 1911, up to date, with the names, residences, duties and salaries of such appointees. Presented 2nd May, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

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72*k*. Appointment of Mr. McCloskie as postmaster at Waukau, British Columbia.—(*Senate*) *Not printed.*

73. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a return showing all changes made in the Customs Tariff of Canada by order in council since the close of last session of parliament. Presented 14th January, 1913.....*Not printed*

74. Return to an Order of the House of the 9th December, 1912, for a return showing the quantity and value of molasses of cane, as defined in tariff item No. 137a, imported into Canada for the fiscal year ending 31st March, 1912, from each island of the British West Indies, which are parties to the Canada-West India Trade Agreement. Presented 14th January, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

75. Letter of the Honourable F. D. Monk, M.P., to the Right Honourable the Prime Minister, resigning his position as Minister of Public Works, and the letter of the Prime Minister in acknowledgment thereof. Presented by Hon. Mr. Borden, 14th January, 1913.....*Not printed.*

75*a*. Return to an Order of the House of the 26th May, 1913, for a copy of all letters, reports, documents and all other communications relating to the appointment of Colonel Crowe as Commandant of the Royal Military College and to his resignation of said position, or to the extension of his term of service or to the termination thereof, and of all papers or letters passing between the minister and Colonel Crowe, relative to his resignation or the failure to extend his term of service. Presented 3rd June, 1913.—*Mr. Macdonald*.....*Not printed*

75*b*. Return to an Order of the House of the 26th May, 1913, for a copy of all letters, reports, complaints and other communications and documents which passed between General McKenzie and the Minister of Militia or his department, previous to, and which led up to the resignation of General McKenzie; and also a copy of said resignation, and the reply of the minister thereto, and of any and all communications had with the War Office thereto, and of all other papers and documents in connection therewith. Presented 4th June, 1913.—*Mr. Macdonald*.....*Not printed.*

76. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, letters, telegrams, complaints and reports, bearing on the delay in the payment of census enumerators in the County of Bonaventure, in connection with the last census, together with the names, residences, amounts, and dates of payment. Presented 15th January, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

77. Report of departmental commission on the official statistics of Canada. Presented 15th January, 1913 .....*Printed for distribution only.*

78. Return to an Order of the House of the 18th March, 1912, for a copy of all correspondence in the possession of the Postmaster General respecting the change of name of Broderick post office in the Province of Saskatchewan, to St. Aldwyn. Presented 15th January, 1913.....*Not printed.*

78*a*. Return to an Order of the House of the 30th November, 1911, for a copy of all papers, telegrams, letters, &c., between the Postmaster General and any other person respecting the closing or removal of the present post office at Spry Bay, Halifax County. Presented 20th January, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

79. Report of the commissioner Dominion Police Force, for the year 1912. Presented by Hon. Mr. Foster, 15th January, 1913.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

80. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, complaints, reports and all documents relating to the cancelling of lease No. 18778, consented to by the Honourable Minister of Railways and Canals, to Aurile Lebœuf, on the 12th December, 1910.—Presented 16th January, 1913.—*Mr. Papineau.*
Not printed

81. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all orders in council passed since 1st October, A.D. 1911, relating to the Board of Management of the Government Railways of Canada, or of any other member thereof, or in any way affecting the same, or any official of the Intercolonial Railway, as regards the duties to be performed or the powers to be exercised by the said Board or any member thereof, or by any such official, together with a copy of all recommendations, letters, applications, instructions, or other correspondence, in any manner relating thereto or having regard to the said orders in council as to the management of the Intercolonial railway. Presented 17th January, 1913.—*Mr. Emmerson*..... ....*Not printed*

81*a*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of a certain Order in Council issued during the current year by which certain official reports formerly made to Board of Management of the Intercolonial Railway have been ordered in future to be made to Mr. F. P. Brady. Presented 17th January, 1913.—*Mr. Sinclair*.....*Not printed.*

82. Return to an Order of the House of the 5th December, 1912, for a copy of all papers, including surveys, tenders, and every other record, or document in the possession of the Department of Railways and Canals or any other department of the government relating to the building of a line of railway from Estmere, County of Victoria, Province of Nova Scotia, to the town of Baddeck in the same county. Presented 17th January, 1913.—*Mr. McKenzie*..... .....*Not printed.*

83. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all documents, papers, tenders, contracts, orders in council and correspondence in connection with the supply of castings for and the purchase of scrap iron from the eastern division of the Intercolonial Railway since 1st May, 1912. Presented 17th January, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

83*a*. Return to an Order of the House of the 9th December, 1912, for a return showing the names of the employees on the dining cars of the Intercolonial Railway and the nature of their employment; and also of the employees on the Pullman cars of the Intercolonial Railway and the nature of their employment. Presented 17th January, 1913. —*Mr. Boulay*..... ....*Not printed.*

83*b*. Return to an Order of the House of the 9th December, 1912, for a copy of all papers documents, telegrams, letters, &c., relating to a strike of temporary employees of the Intercolonial Railway at Halifax, in August, 1912. Presented 27th January, 1913.—*Mr. Mclean (Halifax)*..... .....*Not printed.*

83*c*. Return to an Order of the House of the 10th December, 1912, for a copy of all evidence plans, reports, correspondence, &c., respecting an inquiry held concerning an accident on the Intercolonial Railway at St. André de Kamouraska on 7th October, 1912, caused by train No. 33, the maritime express going west. Presented 27th January, 1913.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*

83*d*. Return to an Order of the House, of the 29th January, 1913, for a copy of the evidence taken at the inquiry held in the month of November, 1912, by Mr. MacDonald

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superintendent of the Intercolonial at Lévis, in reference to Alfred Laugnay, an employee of the Intercolonial at St. Charles, County of Bellechasse. Presented 27th February, 1913.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*

83*e*. Return to an Order of the House of the 19th February, 1913, for a copy of all telegrams, letters, petitions, reports of engineers, plans, surveys, and other documents in the possession of the Department of Railways and Canals, and having been received since 1st January, 1912, relating to the construction of a branch line of the Intercolonial Railway into Guysborough County. Presented 18th March, 1913.—*Mr. Sinclair*.....*Not printed.*

83*f*. Return to an Order of the House of the 24th February, 1913, for a copy of all petitions, resolutions, letters, telegrams and correspondence, relating to free or reduced transportation of hay over the Intercolonial Railway for the farmers of Antigonish County, Nova Scotia, and also of the evidence taken and report made as to the shortage of hay in that and other of the eastern counties of Nova Scotia. Presented 18th March, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

83*g*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters telegrams, tenders, acceptances of tenders, cancellation of tenders and other papers and documents in the possession of the Department of Railways and Canals, or any department of the government, bearing date after 1st July, 1912, relating to the supply of ice for the use of the Intercolonial Railway at Mulgrave, N.S. Presented 18th March, 1913.—*Mr. Sinclair*.....*Not printed.*

83*h*. Return to an Order of the House of the 12th February, 1913, for a copy of all letters correspondence, petitions and other documents, on file in the Department of Railways and Canals, or in the office of the Intercolonial Railway at Moncton, relating or in any way appertaining to the new public wharf at Sackville, N.B., and the necessity of establishing in the interest of the traffic of the Intercolonial Railway, and of the shipping and trade facilities of Sackville, and of the commerce of communities adjacent thereto, rail connections between the said wharf and the main line of the said railways at Sackville station; also of all letters and other communications received by the chairman or vice-chairman of the Government Railways Managing Board, or by any official of the said railway, relating in any manner to the said subject, received by them or any of them during the years 1911, 1912 and 1913. Presented 19th March, 1913.—*Mr. Emmerson*.....*Not printed*

83*i*. Return to Order of the House of the 19th March, 1913, for a return showing who the tenderers were, and the amount of each tender for the supply of castings for the Intercolonial Railway during the present year. Presented 28th March, 1913.—*Mr. Macdonald*.....*Not printed.*

83*j*. Return to an Order of the House of the 19th March, 1913, for a return showing how many kegs of nails were purchased in 1912 for the Intercolonial Railway; the prices paid therefor in each case; whether tenders were invited in the case of each purchase and, if so, who the respective tenderers were and the prices submitted; to whom were the contracts awarded in each case. Presented 28th March, 1913.—*Mr. Murphy.*
Not printed.

83*k*. Return to an Order of the House of the 19th March, 1913, for a return showing the amounts received by the Intercolonial Railway for freight and passengers respectively for each of the twelve months of the calendar years 1910, 1911 and 1912, at the following stations:—Montreal, Halifax, St. John, Sydney, Truro, Moncton, New Glasgow

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and Amherst; also, the total receipts of the said railway for freight and passengers respectively during each of the said years. Presented 28th March, 1913.—*Mr. Rhodes.*
Not printed.

83*l*. Return to an Order of the House of the 20th January, 1913, for a copy of all letters correspondence, telegrams, representations, requests and reports on file in the Department of Railways and Canals, or in the offices of the Intercolonial Railway at Moncton, or among the records of the Government Railways Managing Board, or in the office of the assistant chairman of the Government Railways Managing Board, relating to or in any way connected with the water supply system at Dorchester station on the Intercolonial railway, or relating to the absence of and the total failure to provide a supply of water for drinking or other purposes at that station, or in connection with the dwelling of the station agent in the Station House; and also of all correspondence, letters, requests, recommendations and reports relating to the alleged necessity of additional clerical or other help or assistance at the station. Presented 21st April, 1913.—*Mr. Emmerson*.....*Not printed.*

83*m*. Return to an Order of the House of the 12th February, 1913, for a copy of all correspondence, letters, telegrams, reports and other papers on file in the Department of Railways and Canals, or in the offices of the Intercolonial Railway at Moncton, relating to M. L. Tracy, an employee of the mechanical department of the Intercolonial during the years 1899 and 1900, and of all letters and correspondence relating to the case of the said M. L. Tracy, passing between the then Minister of Railways and Canals and any of the officials of the railway, during those years; also a copy of the letters of D. Pottinger, then general manager, the late James E. Price, then general superintendent, and the late M. Jarvis, then a divisional superintendent of said railway, relating to the same subject during the said period of 1899 and 1900. Presented 21st April, 1913.—*Mr. Emmerson*.....*Not printed.*

83*n*. Return to an Order of the House of the 3rd March, 1913, for a statement of all amounts collected by the Intercolonial Railway for freight on hay carried from Amherst and other stations on the Intercolonial, County of Cumberland, to Antigonish, N.S., and consigned to C. Edgar Whidden or C. B. Whidden & Son, in the month of January last and February instant, and by whom such freight was paid; also a copy of all way bills and bills of lading for the same. Presented 21st April, 1913. —*Mr. Chisholm (Antigonish)*.....*Not printed.*

83*o*. Return to an Order of the House of the 3rd February, 1913, for a copy of all letters petitions, telegrams, complaints, communications, reports and other papers and documents, received since the 1st day of October, 1911, by and now in the possession of the Department of Railways and Canals, the Government Railway Managing Board or any official of the Intercolonial Railway or of the Prince Edward Island railway, relating to or in any manner appertaining to an application for, or a proposed reduction of the working hours for the Intercolonial railway employees at Moncton, or at any other point of the Intercolonial railway or the Prince Edward Island railway. Presented 21st April, 1913.—*Mr. Emmerson*.....*Not printed.*

83*p*. Return to an Order of the House of the 24th February, 1913, for a copy of all complaints, requirements, requisitions, petitions, and correspondence of all kinds made by the Sydney, N.S., Board of Trade, or by the citizens of the city of Sydney, or any of them, having reference to better and increased facilities on the Intercolonial Railway on the Sydney division. Presented 21st April, 1913.—*Mr. Carroll.*
Not printed.

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83*q*. Return to an Order of the House of the 31st March, 1913, for a copy of all letters, papers and other documents relating to the claim for damages for the death of the young son of Thomas Hoare, who was killed at a crossing of the Intercolonial Railway in the town of Stellarton in the summer of 1912, and of all petitions, letters, and other papers asking for the placing of gates or other protection at said crossing. Presented 1st April, 1913.—*Mr. Macdonald*.....*Not printed.*

83*r*. Return to an Order of the House of the 14th April, 1913, for a copy of all correspondence exchanged between the Department of Railways and Canals at Moncton and the same department at Campbellton, on the subject of the collision which occurred at St. Moise, during the month of February, 1913, between the trains of E. Smith and the regular train No. 99, omitting from it the inquiry held in the matter. Presented 29th April, 1913.—*Mr. Boulay*.....*Not printed.*

83*s*. Return to an Order of the House of the 7th April, 1913, for a return showing the names, residences and occupations of all the employees of the Intercolonial Railway who have been dismissed in the County of Rimouski since the 21st September, 1911. Presented 29th April, 1913.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*

83*t*. Certified copy of a report of the Privy Council of the 5th May, 1913, covering the appointment of Frederick Passmore Gutelius, as general manager of Government Railways. Presented by Hon. Mr. Cochrane, 7th May, 1913... .. .. ..*Not printed.*

83*u*. Return to an Order of the House of the 31st March, 1913, for a copy of all letters, memorials, petitions, correspondence, reports and other documents in the Department of the Postmaster General, or on file therein, relating or in any wise appertaining to the inauguration or establishing of railway mail facilities between Moncton, N.B., westward over the Intercolonial Railway towards St. John, in the morning, so as to furnish, among other things, opportunities for the transmission of newspapers and other mail matter, along said railway, to make morning connection with the railway mail facilities afforded by the railway from Salisbury, Westmorland County, N.B., running into Albert County, N.B.; and also relating to the establishment of railway mail facilities on each week day evening between Moncton eastward over the said railway by train known as number 84, running between Moncton, N.B., and Springhill Junction, Nova Scotia, thus affording the direct mail connection for newspapers and other mail matter each evening from Moncton to Shediac, Memramcook, Dorchester, Sackville, Amherst, and intermediate points east of Moncton; together with a statement showing what, if any, such railway mail facilities, either by locked bag or otherwise, were established or furnished over either of the said routes, and stating the respective dates when the same were so established or furnished generally, or in relation to any one of the newspapers published in Moncton, either in the morning or in the evening. Presented 12th May, 1913.—*Mr. Emmerson*.....*Not printed.*

83*v*. Return showing whether any contract has been made for the construction or supply of cars of any kind to the Intercolonial Railway since 1st January, 1913, and if so, to whom the contract was awarded; the number of cars, kind or class, and the price to be paid; whether any tenders were called for previous to awarding said contract, and if so, who the tenderers were, the amount of the tender in each case, and if tenders were calld for by private request or public advertisement. Presented 21st May, 1913. —*Mr. Macdonald*.....*Not printed.*

83*w*. Return to an Order of the House of the 28th April, 1913, for a return showing all amounts collected by the Intercolonial Railway for freight on hay shipped from Amherst and other stations on the Intercolonial, in the County of Cumberland, to Antigonish and other stations in the County of Antigonish, during the months of

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January, February and March last; the name of the consigners and of the consignees, the amount of freight paid on each shipment and by whom paid; also a copy of all way-bills and bills of lading for same. Presented 6th June, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

84. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, documents, memoranda, orders in council, letters and correspondence, relating in any way to the closing of the Canadian Immigration Office at Boston, U.S.A., in 1911, and its subsequent re-establishment. Presented 17th January, 1913.—*Mr. McLean (Halifax)*.....*Not printed*

85. Copies of despatches dated 11th December, 1912, which have been addressed to the Governors General of the Commonwealth of Australia and the Union of South Africa and the Governors of New Zealand and Newfoundland, on the subject of representation of the self-governing Dominions on the Committee of Imperial Defence. Presented by Hon. Mr. Borden, 17th January, 1913.....*Not printed.*

86. Reports in connection with the Tides and Currents of Northumberland Strait.—(*Senate*).....*Not printed.*

87. Archives Branch, *re* transferring of from Department of Agriculture to Secretary of State.—(*Senate*).....*Not printed.*

88. Commission appointed to investigate Indian reserves of British Columbia.—(*Senate*). *Not printed.*

89. Insurance rates between Canadian Atlantic ports, and ports in the United Kingdom.—(*Senate*) .....*Printed for distribution and sessional papers.*

90. Report of departmental commission relating to official statistics of Canada.—(*Senate*). *Printe d for distribution only.*

91. Copy of the Sixth Joint Report of the Commissioners for the Demarcation of the Meridian of the 141st degree of west longitude. Presented by Hon. Mr. Roche, 21st January, 1913.....*Not printed.*

92. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, petitions, memoranda, correspondence, &c., with the Government of British Columbia or any member thereof, with the fishery officers of the Marine and Fisheries Department resident in said province, with salmon canneries in said province, and with any company, person or persons, relating to the prohibition of the export of sockeye salmon from the said province of British Columbia since 15th October, 1911. Presented 20th January, 1913.—*Mr. Maclean (Halifax)*....*Not printed.*

93. Return to an Order of the House of the 20th March, 1912, for a copy of all correspondence and memoranda on the subject of cable rates, exchanged between the Canadian Post Office Department and the British Post Office Department. Presented 20th January, 1913.—*Mr. Lemieux*.....*Not printed.*

94. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, documents, letters, &c., between the Government of Canada and the Commonwealth of Australia for the past twelve months relative to the matter of preferential tariff arrangements between the said two countries. Presented 21st January, 1913.—*Mr. Maclean (Halifax)*..*Printed for sessional papers only.*

95. Report of Mr. Olivar Asselin on an investigation of Belgian and French emigration to Canada. Presented by Hon. Mr. Roche, 21st January, 1913.

Printed for distribution and sessional papers.

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95a. Return to an Order of the House of the 4th December, 1912, for a copy of all com plaints, letters, papers, reports, and of all documents bearing on the investigation held at Port Daniel West, Quebec, into the conduct of Edward Dea, as overseer or guardian of the lobster hatchery at that place. Presented 22nd January, 1913.—*Mr. Marcil* .....*Not printed.*

95b. Report of R. A. Pringle, Esq., K.C., in relation to the investigation of the wreck of the steamer *Mayflower*, on the 12th November, 1912. Presented by Hon. Mr. Hazen, 6th February, 1913.....*Not printed.*

95c. Return to an Address to His Royal Highness the Governor General of the 29th January, 1913, for a copy of the report of the commission appointed to investigate complaints against the United Shoe Machinery Company, together with the order in council appointing the commission, the complaints upon which the order was issued and all action, if any, taken by the government on report of commission, by order in council or otherwise. Presented 11th February, 1913.—*Sir Wilfrid Laurier.*
Not printed

95d. Return to an Order of the House of the 20th January, 1913, for a copy of all evidence, letters, telegrams and other documents in connection with the investigation into the stranding of the D. G. steamer *Earl Grey* at Toney River, County of Pictou, in the spring of 1912; of the reports of the commissioner investigating the same, and of all correspondence, telegrams and documents in connection therewith, and of any departmental action in connection therewith. Presented 18th March, 1913.—*Mr. Macdonald.*
Not printed

95e. Return to an Order of the House of the 27th January, 1913, for a copy of all letters, papers, evidence and other documents in connection with the investigation into the collision between the steamship *City of Sydney* and the tug boat *Douglas H. Thomas*, in Sydney Harbour, 13th November, 1912, and of the findings and reports of the commissioner holding the investigation in regard to the same. Presented 2nd April, 1913.—*Mr. Macdonald*.....*Not printed.*

96. Report of the Second International Moral Education Congress held at the Hague, 22nd to 27th of August, 1912, and as related thereto, on moral instruction in the Canadian public schools, &c., by Mr. J. A. M. Aikins, who was appointed by the government to represent Canada at that Congress. Presented by Hon. Mr. Borden, 21st January, 1913.....*Printed for distribution only.*

97. Return to an Order of the House of the 4th December, 1912, for a copy of all pay-lists, letters, documents, letters and other papers in connection with the expenditures at Cariboo Island in the County of Pictou. Presented 21st January, 1913.—*Mr Macdonald* .....*Not printed.*

98. Return to an Order of the House of the 22nd January, 1913, for a copy of all correspondence, letters and telegrams between the Minister of Marine and Fisheries, or any officer of his department, and J. A. Gillies, K.C., Sydney, relating to the purchase from John B. Nicholson, of a site for a salmon hatchery at Snidlope Lake, Richmond County, N.S., and also of all accounts, charges and vouchers received from the said J. A. Gillies, for services in connection therewith and the payments made to the said J. A. Gillies in respect of the same. Presented 7th February, 1913.—*Mr. Kyte.*
Not printed.

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99. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents and correspondence, between the Department of Public Works and any person or persons relating to the placing of obstructions in the waters of South West Cove, Lunenburg County, N.S. Presented 24th January, 1913.—*Mr. Maclean (Halifax)*..... ....*Not printed.*

100. Return to an Order of the House of the 4th December, 1912, for a copy of all pay-lists, letters, documents, telegrams and other papers in connection with the expenditures at Skinner's Cove in the County of Pictou. Presented 24th January, 1913.—*Mr. Macdonald* ....*Not printed.*

101. Return to an Address to His Royal Highness the Governor General of the 22nd January, 1912, for a copy of all correspondence between the government of Canada and the government of the Province of Ontario, with regard to the extension of the boundaries of the said province. Presented 28th January, 1913.—*Sir Wilfrid Laurier.* *Not printed.*

102. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, reports, and documents, bearing on the claim of C. R. Scoles, of New Carlisle, Quebec, to a balance of subsidy voted to the Atlantic and Lake Superior railway, since October, 1911, to date. Presented 24th January, 1913.—*Mr. Marcil.* *Not printed.*

103. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, letters, telegrams, reports and other documents concerning an alleged defalcation in the accounts of Joseph J. Melanson, clerk in the customs office at Bathurst, County of Gloucester, which caused an inquiry to be held on the 23rd of October last by the Provincial Inspector of Customs, with the name of the accuser. Presented 24th January, 1913.—*Mr. Turgeon*.....*Not printed.*

104. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, letters and telegrams in the custody of the Department of Railways and Canals, or any other department of the government, between the 1st day of September, 1874, and the 1st day of September, 1879, relating to the acquisition or expropriation of lands at St. Peters, N.S., for canal purposes, and relating to the appointment of valuators to apprise the value of such lands; the instructions to such valuators, the report or reports of such valuators, the area of lands taken, and the price paid for same; and also the amount paid each valuator for his services. Presented 27th January, 1913.—*Mr. Kyte*.....*Not printed.*

105. Return to an Order of the House of the 4th December, 1912, for a copy of all the different freight tariffs in force on the line of railway from Matapedia, Quebec, to New Carlisle, Quebec, and from New Carlisle, to Gascons, Quebec, and vice versa, and of any requests that have been received in regard to the change in the same; and also a copy of any requests, petitions, letters, or other documents complaining of the said tariffs. Presented 27th January, 1913.—*Mr. Marcil (Bonaventure).* *Not printed.*

105*a* Return to an Order of the House of the 10th December, 1912, for a copy of the different freight tariffs in force on the line of railway from Sunny Brae to Ferrona Junction, on the Intercolonial Railway, and of any requests that have been received in regard to the change in the same, and also a copy of any requests, petitions, letters or other documents complaining of said tariff. Presented 27th January, 1913. —*Mr. Sinclair*..... .....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

106. Return to an Order of the House of the 5th December, 1912, for a copy of the original instructions, including maps, specifications, profiles, &c., furnished the engineers on the eastern division of the Transcontinental railway between Winnipeg and Quebec by the chief engineer of the Transcontinental Commission, and approved by the Grand Trunk Pacific Railway Company. Also of all instructions, including specifications and profiles, issued by the chief engineer of the Transcontinental Commission or by the chairman, since 31st October, 1911, which in any way vary, amend, or depart from the original instructions above mentioned. Also, of all correspondence between the Minister of Railways or any official of his department and the chairman of the Transcontinental Commission, or the chief engineer, concerning the departure from the original instructions, either as to the grades, curves and bridges or other permanent structures. Also a copy of all correspondence between the Minister of Railways or any member of the government and any official of the Grand Trunk Pacific Railway Company referring to change of original instructions as regards grades, curves or permanent structures on the said line between Winnipeg and Quebec; and also of all correspondence between the chairman of the Transcontinental Commission or the chief engineer and any official of the Grand Trunk Pacific Railway Company, or any member of its engineering staff, concerning the proposed change of grades, curves, or other permanent structures on the line of the Transcontinental between Winnipeg and the City of Quebec. Presented 30th January, 1913—*Mr. Graham.*

Not printed.

106*a*. Return to an Order of the House of the 7th May, 1913, for a copy of a letter, dated 24th September, 1904, written by Chief Engineer Lumsden of the Transcontinental Commission to Chairman Wade of the same body, in which the former recommended to the latter certain grades on the Transcontinental railway. Presented 15th May, 1913.—*Mr. Graham*.....*Not printed.*

107. Return to an Order of the House of the 20th January, 1913, for a copy of all papers in connection with a claim of L. A. Sauvé to certain buildings at La Pointe des Cascades, on the Soulanges canal, and of all correspondence on the same. Presented 30th January, 1913.—*Sir Wilfrid Laurier*.....*Not printed.*

108. Return to an Order of the House of the 5th December, 1912, for a copy of the contract entered into between the Department of Railways and Canals and W. H. Weller for St. Peters canal improvements, and for a copy of all correspondence between the contractor or any other person, firm or corporation and the Honourable Minister of Railways and Canals relating to the dumping of material removed by the contractor. Presented 30th January, 1913.—*Mr. Kyte*.....*Not printed.*

108*a*. Return to an Order of the House of the 27th January, 1913, for a copy of all correspondence between the Department of Railways and Canals and C. D. Sargent, C.E., and between C. D. Sargent, C.E., and H. G. Stanton, Superintending Engineer of the St. Peters Canal, or between W. H. Weller, contractor for the St. Peters canal improvements, and either or all of said parties relative to work done by the contractor outside of his contract, and the specifications thereof, and also a copy of all correspondence, letters and telegrams between the Department of Railways and Canals or C. D. Sargent, C.E., and any other person, in regard to the same; and of all accounts and vouchers rendered by the contractor to the government of such work, and the payment made by the government to the contractor, specifying whether the same is paid for in full or otherwise. Presented 21st April, 1913.—*Mr. Kyte.*

Not printed.

108*b*. Return to an Order of the House of the 19th March, 1913, for a copy of the accounts of personal expenses paid to Mr. St. Amour, Superintendent of the Soulanges Canal,

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since he entered upon his duties.—Also return to an Order of the House of the 2nd April, 1913, for a copy of all accounts for personal expenses paid by the government to Mr. St. Amour, Superintendent of the Soulanges Canal, since the date of his appointment. Presented 29th April, 1913.—*Mr. Boyer*.....*Not printed.*

109. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, letters, telegrams, petitions and other documents received since the 1st day of January, 1912, asking that the line of railway known as the Vale Road, should be taken over by the Intercolonial Railway. Presented 30th January, 1913.—*Mr. Macdonald*.....*Not printed.*

110. Return to an Order of the House of the 27th January, 1913, for a copy of all correspondence in connection with the issuing of letters patent to the Quebec Railway, Light, Heat and Power Company, Limited, and also said letters patent. Presented 30th January, 1913.—*Mr. Lemieux*.....*Not printed.*

111. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, correspondence, &c., between the Department of Trade and Commerce and Mr. Donnelly, late Canadian Trade Commissioner in Mexico, relating to the closing of the office of such trade commissioner in Mexico. Presented 3rd February, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

112. Return called for by Section 88 of Chapter 62, Revised Statutes of Canada, requiring that the Minister of the Interior shall lay before parliament, each year, a return of liquor brought from any place out of Canada into the territories by special permission in writing of the Commissioner of the Northwest Territories. Presented by Hon. Mr. Roche, 3rd February, 1913.....*Not printed.*

113. Return to an Order of the House of the 22nd January, 1913, for a copy of all letters, telegrams and other papers and documents, relating to the resignation of Lt.-Col. W. F. Moore, 20th Regiment, Halton Rifles, and also of the resignation and the reply thereto. Presented 6th February, 1913.—*Mr. Macdonald*.....*Not printed.*

114. Return to an Order of the House of the 20th January, 1913, for a copy of all letters, papers, telegrams and other documents in connection with the strike of firemen and other men employed on the D.G.S. *Earl Grey*, in the year 1912 and 1913. Presented 11th February, 1913.—*Mr. Macdonald*.....*Not printed.*

115. Return to an Order of the House of the 27th March, 1912, for a copy of all papers, letters and telegrams relating to the applications for, or the granting of, a lease of False Cove Flats, Vancouver, B.C. Presented 11th February, 1913.—*Mr. Macdonald.* *Not printed.*

116. Return to an Order of the House of the 27th January, 1913, for a copy of all correspondence and other papers in connection with a proposed guarantee of bonds to the Quebec and Saguenay railway. Presented 11th February, 1913.—*Mr. Lemieux*.....*Not printed.*

116*a*. Return to an Order of the House of the 9th April, 1913, for a copy of all documents, including petitions, memorials, letters and telegrams, addressed to the government, or any of its members, urging it to take over and incorporate into the Canadian government railway system, the Quebec and Oriental Railway and the Atlantic, Quebec and Western Railway, with a copy of all the answers thereto. Presented 20th May, 1913. —*Mr. Marcil (Bonaventure)*.....*Not printed.*

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116b. Return to an Address to His Royal Highness the Governor General of the 11th December, 1912, for a copy of all orders in council in connection with the construction of a line of railway from St. John to Grand Falls in the Province of New Brunswick, or any portion thereof and also of all plans and profiles filed with the Department of Railways and Canals by the St. John and Quebec Railway Company, and of all correspondence between the Department of Railways and Canals or any official thereof and with the said company or the Government of the Province of New Brunswick, or any official thereof, with reference to the curves, grades or general specifications of the said railway or any portion thereof. Presented 20th May, 1913.—*Mr. Carvell.*
Not printed.

116c. Return to an Order of the House of the 28th April, 1913, for a copy of all memorials, petitions, letters, and other documents submitted to the Board of Railway Commissioners from 1st January, 1913, to date, by any party whatsoever regarding the service of the Quebec and Oriental Railway and the Atlantic, Quebec and Western Railway, as to freight, passengers and express matters, with a copy of all orders and rulings issued by such Board and of all correspondence in connection therewith. Presented 20th May, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

117. Return to an Address to His Royal Highness the Governor General of the 5th December, 1912, for a return showing the number of appeals made to the Governor in Council during the twelve months preceding 25th November, 1912, against orders of the Board of Railway Commissioners, the particulars of each appeal, and the decision rendered by the Governor in Council in each case. Presented 11th February, 1913.—*Mr. Graham* .....*Printed for sessional papers only.*

118. Return to an Address to His Royal Highness the Governor General of the 22nd January, 1913, for a copy of all orders in council and of all correspondence relating to the extension of facilities for obtaining information useful to Canadian Trade and Commerce in connection with the British Consular Service. Presented 11th February, 1913.—*Mr. Ames*..... .....*Not printed.*

119. Return to an Order of the House of the 24th January, 1913, for a return showing all the employees of the different departments at Ottawa, and also in the nine provinces and territories of Canada, and other places outside of Canada, in the inside and outside service, who have left their employment since the 1st October, 1911, up to the 10th January, 1912, inclusively, with their names, Christian names, age, nationality, employment and salaries respectively; the date of their appointment; the date of their leaving; their salaries, the time of their appointment and at leaving; the reasons of their leaving; and if replaced or not; the names, Christian name, age, nationality, employment and salary of those who have replaced them; and in the case of dismissals, a list of the persons who asked for their dismissals; in the case of these replacing them, a list of the persons who recommended their successors Presented 11th February, 1913.—*Mr. Wilson (Laval)*.....*Not printed.*

119a. Supplementary return to an Order of the House of the 24th January, 1912, for a return showing all the employees of the different departments at Ottawa, and also in the nine provinces and territories of Canada, and other places outside of Canada, in the inside and outside service, who have left their employment since the 1st October, 1911, up to the 10th January, 1912, inclusively, with their names, Christian names, age, nationality, employment and salaries respectively; the date of their appointment; the date of their leaving; their salaries at the time of their appointment and at leaving; the reasons of their leaving; and if replaced or not; the names, Christian name, age, nationality, employment and salary of those who have replaced them;

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and in the case of dismissals, a list of the persons who asked for their dismissals; in the case of these replacing them, a list of the persons who recommended their successors. Presented 17th March, 1913.—*Mr. Wilson (Laval)*.....*Not printed.*

120. Return to an Address to His Royal Highness the Governor General of the 5th February, 1912, for a copy of all tenders, contracts, reports and other memoranda of the engineers of the Department of Public Works, orders in council, correspondence and all other documents relating to the construction of a dam for storage purposes at the foot of Lake Timiskaming. Presented 12th February, 1913.—*Mr. Pugsley.*

Not printed.

120a. Return to an Order of the House of the 4th March, 1912, for a copy of all contracts, correspondence or writings whatsoever, respecting the construction of a dam in 1908 or 1909, called the Lake Timiskaming dam constructed or built over the rivers forming the inflow or the discharge of the said lake, exchanged between the Government of Canada and the contractor or contractors. Presented 12th February, 1913.—*Mr. Boulay*.....*Not printed.*

121. Return to an Order of the House of the 28th March, 1912, for a return giving a list of the subjects of the oil paintings and water colours which have become the property of the National Gallery of Canada since 1891; and the names of the artists in each case. Presented 12th February, 1913.—*Mr. Burnham*.....*Not printed.*

122. Return to an Order of the House of the 27th January, 1913, for a copy of all documents, letters, correspondence, reports, recommendations, &c., relating to the petition of Mr. Firmin Thibault, of St. Denis, County of Kamouraska, for his indemnity for having served at the time of the Fenian invasion. Presented 13th February, 1913 — *Mr. Lapointe (Kamouraska)*.....*Not printed.*

123. Return to an Order of the House of the 27th January, 1913, for a return showing what date or dates the government purchased the site for the new Dominion Rifle Range in the County of Carleton, Ontario, from whom were the several parcels of land purchased, and what price per acre was paid for each, the number of acres of land purchased, and the total amount paid therefor, if any buildings have been erected on the said lands by the government, and the cost thereof, the amounts paid by the government for commissions, fees, agency charges, and legal expenses, and to whom in connection with said purchase, the amount of money expended by the Government on the said range for all purposes, from the date of the original purchase of the land up to 23rd January, 1913, and any sums remaining to be paid in any way connected with the purchase of the said range, to whom and the respective amounts thereof, the distance from the post office in the City of Ottawa to the said range, if any line of electric or other railway runs from the City of Ottawa to the said range, and what means of transportation will be provided for riflemen going to and returning from the said range. Presented 13th February, 1913—*Mr. Wilson (Laval)*.....*Not printed.*

124. Return to an Address to His Royal Highness the Governor General of the 10th February, 1913, for a copy of the memorial presented to the Government during the session of 1911-12, by a delegation from the Government of Prince Edward Island asking for an increased provincial subsidy, a copy of which memorial was laid on the Table of the House by the Finance Minister last session of Parliament, but is not now apparently on the files of the House Presented 17th February, 1913.—*Mr. Hughes (Kings, P.E.I.)*.....*Printed for sessional papers only.*

125. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, letters, telegrams and correspondence between the Government of Canada or any member thereof, since 1st November, 1911, to the pre-

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sent time, with any corporation, company, party or parties, in any way relating to the Customs Tariff upon cement or to the temporary reduction made of the Customs Tariff upon cement; also for a copy of all letters and correspondence by and between members of the Government of Canada during the same period relating to the same subject, and of all papers, documents, memoranda and orders in council relative to the reduction of the Customs Tariff upon cement made by order in council since the close of the last session of parliament. Presented 17th February, 1913.—*Mr. Maclean (Halifax)*..... .....*Not printed.*

125a. Return to an Address to His Royal Highness the Governor General of the 20th January, 1913, for a copy of all petitions since the 1st of October, 1911, addressed to the Governor General in Council or to any member of the government, asking for a remis ion and the adjustment of duty on cement, of all letters to the ministers individually on the same, of all correspondence and of all orders in council. Presented 21st February, 1913.—*Sir Wilfrid Laurier*.....*Not printed.*

125b. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, documents, petitions, orders in council, letters and telegrams in any department of the government of Canada, or that passed between the Department of Customs and the Department of Justice or any solicitor, counsel, association, company or individual, during the past twelve months, respecting the imposition of tariff duties upon imported lumber dressed on one side and sized, or respecting the interpretation of tariff item No. 504, together with a printed copy of any stated case, appeal, factum or argument used before the Exchequer Court of Canada or the Supreme Court of Canada, in the matter of the judicial interpretation of tariff item No. 504. Presented 4th June, 1913.—*Mr. Maclean (Halifax)*
Not printed.

126. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence passing between the government or any member thereof with respect to the east half of Section 27 in township six (6) in range two (2) west of the third meridian. Presented 17th February, 1913.—*Mr. Martin (Regina)*.....*Not printed.*

127. Return to an Order of the House of the 27th January, 1913, for a return showing when the militia or regular forces was first called out in Canada since Confederation in aid of the civil authorities, how often, when and where has the same been called out since, the amount of money paid by each municipal corporation for such service in each case, what corps called out on each occasion, whether to quell strikes in each instance or for what purpose. Presented 18th February, 1913.—*Mr. Macdonald.*
Not printed.

128. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, papers, &c., concerning the application by James McKelvey, of the town of Sarnia, Ontario, for Fenian Raid Volunteer Bounty. Presented 18th February, 1913.—*Mr. Macdonald*..... .....*Not printed.*

129. Return to an Order of the House of the 10th February, 1913, for a copy of all documents, correspondence, memorandums, reports, requests for inquiries, of the appointment of commissioners and other documents, relating to the study of the causes for the depopulation of country places and the high cost of living in the eastern provinces of the Dominion. Presented 18th February, 1913.—*Mr. Paquet*.....*Not printed.*

130. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, memoranda and correspondence relating to the application of the Banque Internationale to the Treasury Board for a certificate for the commencement of business. Presented 18th February, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

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131. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, documents, telegrams, reports, letters, and instructions regarding smelt and salmon fishing in the Restigouche river and the Baie des Chaleurs since October, 1911, up to date, together with copy of instructions issued to officials of the Department of Marine and Fisheries in that connection. Presented 18th February, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

132. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence and papers concerning the increase of salary of Mr. Sevigny, employed at the immigration office at Montreal. Presented 18th February, 1913.—*Mr. Carvell.*
Not printed.

133. Return to an Order of the House of the 5th February, 1913, for a return showing whether any order for goods has been given by the Department of Public Works since 1st October, 1911, at Montreal, Quebec, St. John and Halifax; tenders asked for in each case; orders for goods given without tenders; names of firms, and amounts in each case. Presented 19th February, 1913.—*Mr. Macdonald*.....*Not printed.*

134. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence and other papers, in the Department of Public Works, concerning the awarding of a contract for a Welsh coal supply to the various Dominion public buildings in Montreal. Presented 19th February, 1913.—*Mr. Lemieux*....*Not printed.*

135. Return to an Order of the House of the 5th December, 1912, for a return showing how many dredging contracts were let by the Department of Public Works during the year 1911-12, the name of each tenderer and the amount of each tender. Presented 19th February, 1913.—*Mr. Lemieux*.....*Not printed.*

135*a*. Return to an Order of the House of the 4th December, 1912, for a return showing the quantity by cubic yards of dredging made in the harbour of Bathurst by the dredge *Restigouche* during the months of May, June, July, August, September, October, and November of the year 1911, and during the same months in the year 1912. Presented 19th February, 1913.—*Mr. Turgeon*.....*Not printed.*

135*b*. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, documents, recommendations and reports respecting the dredging Des Prairies river, the work done, depth, length and width of channel dredged, the list of men employed to perform that work, their salaries, and the amount of money spent on that work since the 1st of October, 1911, up to the 21st November, 1912. Presented 12th May, 1913.—*Mr. Wilson (Laval)*.....*Not printed.*

135*c*. Return to an Order of the House of the 3rd March, 1913, for a copy of all documents, letters, reports of engineers and a detailed statement of expenditure in connection with dredging at Ste. Anne de Restigouche and Cross Point, Bonaventure County. Presented 4th June, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

135*d*. Return to an Order of the House of the 19th March, 1913, for a return showing the amount of dredging done by the government dredges for private parties or firms in Prince Edward Island, during the season of 1912; the names of the parties or firms for whom this dredging was done; the number of yards of material dredged for each party or firm; the class of material dredged, and the price per yard the government charged for this dredging; who measured the material dredged, and whether it was scow measurement that was made; who recommended the said dredging to be done; if the resident engineer or any engineer was consulted in regard to the measuring, and if the resident engineer or any engineer had control over the matter at all. Presented 6th June, 1913.—*Mr. Hughes (Kings, P.E.I.)*.....*Not printed.*

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136. Return to an Order of the House of the 9th December, 1912, for a copy of the accounts of Jean Baptiste Lena and of his wife, for work done to the public buildings at Valleyfield, Quebec, in May, 1912; also for a copy of all correspondence, reports and documents relating to the payment in full or a part of their accounts. Presented 19th February, 1913.—*Mr. Papineau*.....*Not printed.*

137. Return to an Order of the House of the 4th December, 1912, for a return showing the amount of money expended in improving the channel of the Ottawa river between the city of Hull and the village of Masson. Presented 19th February, 1913.—*Mr. Devlin.* *Not printed.*

138. Return to an Order of the House of the 4th December, 1912, for a copy of all documents relating to the transferring of P. E. Amiot, resident engineer of the Department of Public Works, Bonaventure, Quebec, to the district of Chicoutimi and Saguenay, and the appointment in his stead, in Bonaventure County, of Charles E. Tache, of Chicoutimi, as resident engineer, with a copy of all the instructions given to the latter and his duties, residence and salary. Presented 19th February, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

139. Return to an Order of the House of the 4th December, 1912, for a copy of all petitions, correspondence, memoranda, reports, and resolutions of county or other municipal councils of Bonaventure County asking or objecting to certain public works in Bonaventure County since October, 1911, with the Minister of Public Works, or any member of the present administration, and replies made thereto. Presented 19th February, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

140. British Canadian Loan and Investment Company, Limited, Toronto, for year 1911.—*(Senate)*.....*Not printed.*

141. Claims of present fish warden, Baker Lake, County of Madawaska, N.B.—*(Senate).* *Not printed.*

141*a*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, reports, information, convictions and other documents in the possession of the Department of Marine and Fisheries or any officer thereof relating to the prosecution in the year 1910, against George Rowlings and James Rowlings, of Musquodoboit Harbour, County of Halifax, for a violation of the fishery regulations. Presented 21st May, 1913.—*Mr. Sinclair*.....*Not printed.*

141*b*. Return to an Order of the House of the 29th January, 1913, for a copy of all papers, letters, telegrams and documents or other communications, had with the Department of Marine and Fisheries or any official thereof, in regard to the prosecutions against the following parties:—Samuel Stewart, Melvin Hart, Andrew McNeil, Thomas McNeil, Hugh Malcolm, Tom Moffatt, James Waddin, Samuel Wright and Dougald Higgins, of Westville, County of Pictou, for infractions of the Fisheries Act, and of any applications or letters relative to relief from the fines imposed or the return of the same; and also of all papers, letters, and other documents relating to a charge against Rod. Martin, of Westville aforesaid, a fishery guardian, for illegal fishing and other offences. Presented 21st May, 1913.—*Mr. Macdonald*.....*Not printed.*

141*a*. Claims of Messrs. Boulanger and Son, Montmagny, Quebec.—*(Senate)*....*Not printed.*

142. Copy of Report of Minister of Justice in *re* Florence Mining Company.—*(Senate).* *Not printed.*

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143. Instruction sent to the different Lieutenant Governors of different provinces of Canada, with commissions.—(*Senate*)..... .....*Not printed.*

144. Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, documents, telegrams, reports and opinions in relation to the claim of William Iceton, of Purcell's Cove for a return of a boat from the Department of Marine and Fisheries or any other department. Presented 20th February, 1913.—*Mr. Macdonald* ....*Not printed.*

145. Return to an Address to His Royal Highness the Governor General of the 9th December 1912, for a copy of all papers, telegrams, letters and orders in council respecting the transfer of the property known as the Police Point Reserve to the corporation of the City of Medicine Hat, Alberta. Presented 20th February, 1913.—*Mr. Buchanan.* *Not printed.*

146. Return to an Order of the House of the 29th January, 1913, for a copy of the inquiry made by F. B. Atkinson, Lévis, as to an accident that happened to the horse of Arsene Lauzier, at Amqui, County of Rimouski, on the 19th February, 1912. Presented 20th February, 1913.—*Mr. Boulay*.....*Not printed.*

147. Correspondence, memoranda, &c., in respect to the issue of a patent for the N. ½ of S. W. ¼ of section 8, in township 49, range 26, west of the 2nd meridian, to one Arthur Donaldson, bearing date the 19th November, 1912. Presented by Hon. Mr. Roche, 20th February, 1913..... .....*Not printed.*

147*a*. Return to an Order of the House of the 12th February, 1913, for a copy of all letters, telegrams and other documents with respect to the north half of the southwest quarter of section eight (8), township forty-nine (49), range twenty-six (26), west of the second meridian, province of Saskatchewan, and the granting of a homestead entry for the said land to one Arthur Donaldson. Presented 6th June, 1913.—*Mr. Martin (Regina)*..... .....*Not printed.*

148. Return to an Order of the House of the 12th February, 1913, for a copy of all papers, reports and other documents relating to the delay of the Indian Department in issuing patents for lands purchased from the St. Peters band of Indians, and forming part of the St. Peters Indian reserve, Manitoba. Presented 25th February, 1913. —*Mr. Oliver*..... .....*Not printed.*

149. Return an Address to His Royal Highness the Governor General of the 27th January, 1913. for a copy of all applications addressed to the Government by the Algoma Steel Company for remission of duties on rails imported by the said company at Fort William; of all correspondence on the same, of all evidence sought and obtained by the government and supplied by the company in support of its application; and of all orders in council ordering such remission of duties. Presented 25th February, 1913.—*Sir Wilfrid Laurier*..... .....*Not printed.*

150. Return to an Order of the House of the 24th February, 1913, for a return showing the stenographers and secretaries of the House of Commons, and the names of the members for whom each of them work. Presented 26th February, 1913.—*Mr. Boulay.* *Not printed.*

150*a*. Return to an Order of the House of the 31st March, ultimo, for a return giving the names and home addresses of the persons employed in the House of Commons as stenographers to members. Presented 1st April, 1913.—*Mr. Martin (Regina).* *Not printed.*

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151. Return to an Order of the House of the 16th January, 1913, for a return showing the number of bushels of grain and barrels or sacks of flour which were shipped from Montreal, Quebec, St. John, N.B., and Halifax, for twelve months preceding the 31st day of December, 1912; the kinds of each product respectively, and the quantities of said commodities at each of above points which were domestic and foreign. Presented 26th February, 1913.—*Mr. Bennett (Simcoe)*.....*Not printed.*

152. Return to an Order of the House of the 19th February, 1913, for a return showing in detail the quantity and values, respectively, of the imports and exports of Canada with Great Britain, United States, Australia and New Zealand, during the year ending 31st March, 1912, in horses, cattle, sheep, hogs, bacon, hams, fresh and salted beef, lard, tallow, mutton, canned meats, butter, cheese, eggs, poultry and apples. Presented 26th February, 1913.—*Mr. Sutherland*.....*Not printed.*

153. Return to an Address to His Royal Highness the Governor General of the 26th February, 1912, for a copy of all letters, documents and correspondence relating to action by the Government in regrd to the relief of the shareholders and depositors of the Farmer's Bank, and of the order in council appointing Sir William Meredith as Commisioner, and all correspondence in relation thereto. Presented 26th February, 1913. —*Mr. Macdonald*.....*Not printed.*

153*a*. Report of the Honourable Sir William Ralph Meredith, Kt., Commissioner appointed to make investigation into all matters connected with the Farmers Bank of Canada. Presented by Hon. Mr. White, 26th February, 1913.

Printed for distribution and sessional papers.

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(This volume is bound in three parts.)

153*b*. Report of Royal Commission authorized by orders in council dated 19th day of July, 1912, and the 5th day of August, 1912, to inquire into alleged complaints as to methods of weighing butter and cheese in Montreal, and also as to the methods of payment. Presented by Hon. Mr. Burrell, 30th May, 1913.

Printed for distribution and sessional papers.

154. Return to an Order of the House of the 27th January, 1912, for a return showing the amount of the subsidy paid to each of the four original provinces of the Dominion at Confederation, and the population on which such payment was based; the subsidy payable to each of the remaining five provinces on entering the union, and the population on which such payment was based; the sum added to the subsidy of any province as better terms, and the date which such addition was made respectively; the details of each readjustment of subsidies since 1867, and the yearly subsidy at present payable to each province, with the population on which such payment is based, and the original debt allowance, if any, respectively, placed to the credit of each province on entering the union. Presented 27th February, 1913.—*Mr. Sinclair.*

Printed for sessional papers only.

155. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence in regard to the disposition of the Marine Hospital at Pictou to the town of Pictou, or any other corporation or person. Presented 27th February, 1913.—*Mr. Macdonald*.....*Not printed.*

156. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, tenders, contracts, papers and other documents in the possession of the Department of Marine and Fisheries relating to the making and cancellation of a contract or agreement between the said department and one Charles G. Giffin, of Isaac Harbour,

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N.S., to perform certain services for the lobster hatchery at that place, and also relating to a subsequent agreement with one Philip McArthur to perform similar duties. Presented 27th February, 1913.—*Mr. Sinclair*.....*Not printed.*

157. Return to an Order of the House of the 29th January, 1913, for a copy of all papers and correspondence concerning the claim of Charles Mennier, ex-Collector of Customs at Marieville, Quebec, for rent. Presented 28th February, 1913.—*Mr. Lemieux.*
Not printed.

158. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents and reports relating to the closing of the post office at Pomket river, Antigonish County, Nova Scotia, and the cancellation of the contract for the carrying of the mail between Heatherton and Pomket river. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

158*a*. Return to an Order of the House of the 27th January, 1913, for a copy of all letters, telegrams, petitions and other correspondence and documents received by the Post Office Department during the last twelve months from the honourable member for East Grey and others, relating to the closing of the post office at Harkaway, County of Grey province of Ontario, and of the proposed change in the mail service. Presented 26th March, 1913.—*Mr. Lanctot*.....*Not printed.*

159. Claims put forth by and on behalf of Indians of British Columbia—Report of James T. McKenna on.—(*Senate*).....*Not printed.*

159*a*. Return to an Address to His Royal Highness the Governor General of the 20th January, 1913, for a copy of all correspondence between the Government of British Columbia and the Government of Canada concerning the rights and claims of the Indians in the province, and of all orders in council with regard to the same. Presented 14th May, 1913.—*Sir Wilfrid Laurier*.....*Not printed.*

159*b*. Return to an Order of the House of the 28th April, 1913, for a copy of all correspondence, reports and recommendations from Rev. R. L. Macdonald, Indian agent at Salmon River reserve, Richmond County, N.S., relating to the Indian school in said reserve; and of all correspondence and instructions from the Department of Indian Affairs to the said Indian agent, relating to the same; also a copy of all complaints, charges and reports against Miss Charlotte M. Devereaux, teacher of the said school, and of all correspondence and recommendations relating to the appointment of Earnest McNeil to succeed her, since 1st January, 1912. Presented 23rd May, 1913.—*Mr. Kyte*.....*Not printed.*

159*c*. Return to an Order of the House of the 12th May, 1913, for a copy of the last surrender and of all papers, correspondence and other documents in connection with the surrender of part of the White Bear Indian Reserve; together with a copy of all letters and telegrams referring to this surrender by officials of the Department or others, and of the authority on which this surrender was taken, the number of acres surrendered, and how disposed of. Presented 23rd May, 1913.—*Mr. Bradbury.*
Not printed.

159*d*. Return to an Order of the House of the 30th April, 1913, for a copy of all letters, papers, memoranda and other documents, dated since 1st January, 1912, relating to the Kitsilano Indian Reserve in the City of Vancouver. Presented 23rd May, 1913.—*Mr. Oliver*.....*Not printed.*

160. Immigrants—number of, who settled in Canada, in 1911-12, and from whence.—(*Senate*).
Not printed.

CONTENTS OF VOLUME 28.—*Continued.*

160a. Return to an Order of the House of the 7th May, 1913, for a return showing the number of immigrants coming into Canada during the year ending 31st March, 1913, inspected by the government medical inspectors; the total cost of such medical inspections; the number of medical doctors employed by the government during that period; the name, salary and location of each, including those resident in Ottawa. Presented 6th June, 1913.—*Mr. Schaffner*.....*Not printed.*

161. Correspondence with Mr. V. Steffansson concerning northern expedition. Presented by Hon. Mr. Hazen, 3rd March, 1913.....*Not printed.*

161a. Copy of order in council No. P.C. 406 of the 22nd February, 1913, with reference to Mr. V. Steffansson's proposed northern expedition. Presented by Hon. Mr. Hazen, 10th March, 1913.....*Not printed.*

162. Return to an Address to His Royal Highness the Governor General of the 25th March, 1912, for a copy of all letters, requests, petitions, orders in council and other documents in the possession of the Department of Marine and Fisheries relating to the change in the fishery regulations by which steam trawlers were prohibited from participating in the fishing bounty. Presented 3rd March, 1913.—*Mr. Sinclair.*
Not printed.

162a. Return to an Address to His Royal Highness the Governor General, of the 10th February, 1913, for a copy of all petitions, correspondence, reports of experts or officers, of orders in council, minutes of council, and of other papers and documents in the possession of the Department of Marine and Fisheries, or any department of the government, relating to steam trawling on the Atlantic seaboard. Presented 15th April, 1913.—*Mr. Sinclair*.....*Not printed.*

163. Return to an Order of the House of the 19th February, 1913, for a copy of all correspondence, papers, accounts, vouchers, concerning the purchase and subsequent repairs of a private car by the Department of Militia and Defence, from the Canadian Northern Railway Company. Presented 3rd March, 1913.—*Mr. Lemieux.*
Not printed.

164. Return to an Order of the House of the 24th February, 1913, for a return showing separately the amount paid by the Department of Indian Affairs for medical attendance on account of the Indians on the Micmac reserve of Ste. Anne de Restigouche, Quebec, for each year from 1900 to 1913, inclusive, and to whom paid. Presented 10th March, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

165. Return to an Order of the House of the 19th February, 1913, for a copy of all correspondence, letters, telegrams and other documents relative to the sale of alleged Indian lands at Nyanza, riding of North Cape Breton and Victoria, N.S., to one Philip McDonald, such sale having taken place about the year 1877. Presented 17th March, 1913.—*Mr. McKenzie*.....*Not printed.*

165a. Return to an Order of the House of the 7th May, 1913, for a return showing the number of acres surrendered by the Coté's Band of Indians, the number of acres sold by private sale, the number of acres still unsold; together with a copy of all letters from persons who made application for purchase of surrendered lands in Coté's reserve, or from any person on behalf of purchasers and replies thereto; and of all reports, letters or memoranda addressed to the Superintendent General of Indian Affairs, from any officer of the department respecting the private sale of said lands; also a copy of any document or documents covering the authority under which these lands were sold by private sale, and of all letters addressed to the department, or any officer of department, respecting the sale of said lands. Presented 3rd June, 1913.—*Mr. Bradbury*.....*Not printed.*

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166. Return to an Order of the House of the 12th February, 1913, for a copy of all letters, reports and other documents received by the Minister of Labour regarding labour conditions on the Grand Trunk Pacific between Tête Jaune Cache and Fort George. Presented 17th March, 1913.—*Mr. Oliver*.....*Not printed.*

167. Return to an Address to His Royal Highness the Governor General of the 3rd February, 1913, for a copy of all telegrams, letters and other documents passing between the Government of Canada, or any member thereof, and the Government of the Province of Saskatchewan, or any member thereof, with respect to chapter 17 of the statutes of Saskatchewan, 1912, being an Act to prevent the employment of female labour in certain capacities. Presented 17th March, 1913.—*Mr. Martin (Regina)*.....*Not printed.*

168. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, petitions and other papers received by the Prime Minister, or any member of the government, since the 1st April, 1912, in connection with the school system established in that portion of the Keewatin Territory annexed to the province of Manitoba. Presented 17th March, 1913.—*Mr. Macdonald*.....*Not printed.*

169. Return to an Order of the House of the 29th January, 1913, for a return showing the number of accidents to lock gates or bridges on the Welland Canal during the year ending 25th November, 1912, the nature of the accidents, the amount of damage in each case and the amount recovered by the Government from vessel owners in each instance. Presented 18th March, 1913.—*Mr. Graham*.....*Not printed.*

170 Return to an Order of the House of the 3rd March, 1913, for a copy of the contract passed on the 6th day of August, 1910, between the City of Quebec and the Transcontinental Railway Commissioners, for the acquisition by the latter of the property known as Champlain Market, to be used as a station and terminals for the said railway; of all the correspondence between the said city and the present Commissioner of the said railway, with the Minister of Railways, or any other Minister, with regard to the non-execution of the said contract by the said commission. Presented 18th March, 1913.—*Sir Wilfrid Laurier*.....*Printed for sessional papers only.*

171. Return to an Order of the House of the 29th of January, 1913, for a copy of all letters, correspondence, &c., respecting the request for suspension by H. Boulay, of J. Stahl, assistant inspector of immigration on the railway. Presented 19th March, 1913.—*Mr. Boulay* ....*Not printed.*

172. Return to an Order of the House of the 17th February, 1913, for a return showing the total area of land thrown open for pre-emption and purchased homesteads in each of the provinces of Saskatchewan and Alberta since the passing of the Dominion Lands Act of 1908; also the number of acres of such lands which have been disposed of by way of pre-emptions and purchased homesteads in each of the said provinces, the amount of principal money collected on account of such lands in each of the said provinces up to 31st December, 1912, and the amount of interest collected on account of such lands in each of the said provinces to 31st December, 1912. Presented 19th March, 1913.—*Mr. Martin (Regina)*.....*Not printed*

173. Return to an Order of the House of the 10th February, 1913, for a copy of all letters, correspondence, memorials and other documents received by the Right Honourable the Prime Minister and the Honourable the Minister of Justice, since the 1st day of January, 1912, relating to the request by county court judges for an increase of salary and for an amendment to the Judges Act with respect to retiring allowances. Presented 26th March, 1913.—*Mr. Proulx*.....*Not printed.*

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174. Return to an Order of the House of the 13th February, 1913, for a return showing the names of the keepers in Portsmouth penitentiary, and their religious belief; the names of any of the said keepers who may have been dismissed, the date, charges and on whose recommendation were they reinstated. Presented 26th March, 1913.—*Mr. Edwards*..... .....*Not printed.*

174*a*. Return to an Order of the House of the 13th February, 1913, for the name of the discipline officer in charge of each of the following departments in Portsmouth penitentiary, the date when each was first appointed on the penitentiary staff, the date to his present position, and the religious belief of each: Quarry, farm, warden's residence and grounds, blacksmith shop, bath room and laundry, stone shed, tailor and shoe shop, changing room, stone pile, sewage plant, asylum ward, cell wings, library and Roman Catholic and Protestant chapels, hospital, shop dome, carpenter, tin and paint shop, and prison of isolation. Presented 26th March, 1913.—*Mr. Edwards.*
Not printed.

175. Return to an Order of the House of the 17th February, 1913, for a copy of all statements of account for salary or remuneration to the Commissioner, and his expenses, for witness fees and all other expenses in connection with the investigations by Commissioner Duchemin, of the following persons in Antigonish County namely: Patrick M. Decoste, deckhand SS. *Scotia*, Harbour au Boucher; William R. Fougère, sectionman, Harbour au Bouche; Allen Kinney, sectionman, Linwood; Hubert Myatte, sectionman, Tracadie; John McDonell, sectionman, Afton Station; John W. Malanson, sectionman, Afton; James Armstrong, sectionman, Heatherton; Charles Landry, sectionman, Pomket; William S. Landry, section foreman, Pomket; Colin McDonald, sectionman, James River; Archibald Chisholm, station agent, Heatherton; Joseph Benoit, station agent, Pomket; Alex. R. McAdam, fishery officer, Malignant Cove; Alex. McDonald, sub-collector, Doctors Brook; Charles L. Gass, sub-collector, Bayfield; Jeffrey M. Crispo, sub-collector, Harbour au Bouche; Hugh R. McAdam, postmaster, Arisaig; Thomas J. Sears, postmaster, Lochaber, Charles L. Gass, postmaster, Bayfield; and Joseph P. Benoit, postmaster, Pomquet; also the expenses in detail, of and incidental to the investigation by said Commissioner Duchemin of the charges made against John J. McDonald, postmaster, McArra's Brook; Archibald Stewart, section foreman, Harbour au Bouche; Ronald McFarlane, section foreman, Williams Point; Henry Williams, sectionman, Marshy Hope; and John W. McInnes, bridge foreman Intercolonial Railway, Antigonish. Presented 26th March, 1913.—*Mr. Chisholm (Antigonish)*..... .....*Not printed.*

175*a*. Return to an Order of the House of the 28th April, 1913, for a return showing the date of the appointment of H. P. Duchemin, Investigating Commissioner for Eastern Nova Scotia; the number of days he has been employed by the government since the appointment; the gross amount paid to Mr. Duchemin as an allowance for his services, excluding travelling expenses or other outlay; the amount which has been paid to Mr. Duchemin to date for travelling expenses, living expenses, witness fees, and other sundry expenses, respectively. Presented 21st May, 1913.—*Mr. Sinclair.*
Not printed.

176. Return to an Order of the House of the 4th December, 1912, for a copy of the report or reports made by C. E. Taché, resident engineer of Bonaventure County, Quebec, on public works existing or asked for in that constituency since October, 1911, up to date. Presented 28th March, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

177. Return to an Order of the House of the 6th February, 1913, for a return showing what properties within the area north of Wellington street and west of Bank street, in the City of Ottawa, have been purchased or acquired by the Government; from whom the said purchases were made, and the price paid, or agreed to be paid, in each case; the

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number of said properties not yet paid for, the names of the owners thereof, and amount, if any, in dispute in each case; the names of the persons who were employed in any capacity, or for any purpose, in connection with the purchase of the said properties, and the terms of their employment; the amount which has been paid to each, and further amounts to be paid to such persons, giving their respective names; whether the Government has employed any persons or agents to collect rent from the tenants or occupants of any of the said properties, if so, the names of such rent collectors, for what period employed, and amount by way of salary, fees, or commission, paid to each; the total amount paid by the Government up to 31st January, 1913, in connection with the purchase or acquisition of the said properties. Presented 28th March, 1913.—*Mr. Murphy* .....*Not printed.*

178. Return to an Order of the House of the 24th January, 1913, for a copy of all correspondence between the Minister of Public Works and H. Morel, M.P.P., for East Nipissing, in any way relating to the construction of a road or highway from North Bay to Sturgeon Falls, Ontario; and of all petitions, correspondence, surveys, and engineers' reports in any way connected with the building of the said road or highway. Presented 28th March, 1913.—*Mr. Murphy*.....*Not printed.*

179. Return to an Order of the House of the 4th December, 1912, for a copy of all pay-lists, letters, documents, telegrams and other papers in connection with the expenditures made on Brulé wharf in the County of Colchester during the last two years. Presented 28th March, 1913.—*Mr. Macdonald*.....*Not printed.*

179*a*. Return to an Order of the House of the 10th December, 1912, for a copy of all papers, documents, tenders and correspondence relating in any way to the construction of a wharf at Kraut Point, Lunenburg County, N.S. Presented 28th March, 1913.—*Mr. Maclean (Halifax)*..... .....*Not printed.*

180. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, papers, &c., concerning the application made by the Eastern Canada Power Company, with a view to raise the head of the River St. Lawrence in the vicinity of Coteau, Cedar, Split Rock and Cascade rapids to the level of the water in Lake St. François. Presented 28th March, 1913.—*Mr. Lemieux*.....*Not printed.*

181. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, letters and telegrams addressed by the Conservative candidate in the County of Gloucester at the election of 21st September, 1911, to the Minister of Public Works from the day he took his oath of office, on 10th October, 1911, up to the 31st December, of the same year, on the subject of public works then under construction in the said county. Presented 28th March, 1913.—*Mr. Turgeon*.....*Not printed.*

182. Return to an Order of the House of the 10th March, 1913, for a return showing the number of men of the R. C. regiment at Aldershot, during the summer of 1912, previous to the regular militia camp; date of going into camp; number there during said time; whether tenders for supplies for these men were called for; number of tenders received and from whom; if any contracts were awarded on said tenders and, if not, what was done with the said tenders; how and from whom were supplies for these men obtained; the prices paid during said time per pound respectively, for meat, sugar, butter, tea, coffee bacon, bread, and how much per bushel for vegetables; the cost per ration for supplies for said men of the R. C. regiment at Aldershot camp during the time aforesaid; the cost per ration for supplies to the regular militia camp under contract during the annual drill in the fall of 1912. Presented 28th March, 1913.—*Mr. Kyte*.....*Not printed.*

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183. Report on wholesale prices in Canada, 1912, by R. H. Coats, B.A., F.S.S., editor of the *Labour Gazette.* Presented by Hon. Mr. Crothers, 28th March, 1913....*Not printed.*

184. Area of territories added to Ontario and Quebec, by Statutes of 1912.—(*Senate*). *Not printed.*

185. Relating to recent increase in prices charged Canadian fishermen for manilla cord.—(*Senate*).....*Not printed.*

186. Report of the Pilotage Commission of Quebec. Presented by Hon. Mr. Hazen, 28th March, 1913.....*Not printed.*

187. Return to an Order of the House of the 26th February, 1913, for a copy of all memoranda, letters, papers, telegrams and other documents in the possession of the Department of the Interior relating to the S. W. 36-16-27, W. 2. Presented 31st March, 1913. —*Mr. Knowles*.....*Not printed.*

187*a*. Return to an Order of the House of the 3rd March, 1913, for a copy of all correspondence, telegrams and other papers in connection with the southwest ¼ of 4-9-14 west of 2nd meridian. Presented 10th April, 1913.—*Mr. Bradbury*.....*Not printed.*

187*b*. Return to an Order of the House of the 26th March, 1913, for a copy of all papers, letters, memoranda and other documents relating to the northwest of 30-25-7-2. Presented 25th April, 1913.—*Mr. Oliver*.....*Not printed.*

187*c*. Return to an Order of the House of the 3rd March, 1913,—1. For a copy of all correspondence and other papers in connection with the disposal of the following lands and the claim of James W. Brown in connection with these lands:—

Part of S.E. ¼ section 21-20-21-W. 2nd meridian, area 5/100ths acre.
Part of N.E. ¼ section 21-20-21-W. 2nd meridian, area 11 6/100ths acre
Part of S.E. ¼ section 20-20-21-W. 2nd meridian, area 80 acres.
Part of S.W. ¼ section 28-20-21-W. 2nd meridian, area 72 4/100ths acres.
Whole of S.E. ¼ section 28-20-21-W. 2nd meridian, area 160 acres.
Whole of N.E. ¼ section 32-20-21-W. 2nd meridian, area 160 acres.
Part of S.E. ¼ section 32-20-21-W. 2nd meridian, area 80 acres.
Whole of N.W. ¼ section 5-21-21-W. 2nd meridian, area 160 acres.
Whole of S.E. ¼ section 5-21-21-W. 2nd meridian, area 160 acres.
Part of N.E. ¼ section 5-21-21-W. 2nd meridian, area 123 8/100ths acres.
Whole of S.W. ¼ section 5-21-21-W. 2nd meridian, area 160 acres.

2. Also of all papers in connection with the disposal of the whole of the northwest quarter-section 22-20-21, west of the second meridian; and part of S.W. ¼, 2-20-21-W. of the second meridian; and of all correspondence and papers in connection with Alexander Hurst Brown's claim *re* these lands. Presented 30th April, 1913.—*Mr. Bradbury*.....*Not printed.*

187*d*. Return to an Order of the House of the 9th April, 1913, for a copy of all letters, papers, telegrams and other documents in connection with the sale of the N.W. quarter-section 29-10-18-W. Presented 13th May, 1913.—*Mr. Turriff*.....*Not printed.*

187*e*. Return to an Order of the House of the 28th April, 1913, for a copy of all letters, memoranda and other documents relating to the northeast quarter of 14-75-15-5, during the years 1911, 1912, and 1913 to date. Presented 13th May, 1913.—*Mr. Oliver*. *Not printed.*

CONTENTS OF VOLUME 28.—*Continued.*

187*f*. Return to an Order of the House of the 31st March, 1913, for a copy of all papers, telegrams, applications, and other documents in connection with the S.W. 2-19-20, west 2nd M. Homestead, patented 3rd June, 1892; the S. ½ of N.E. 20-20-21, west 2nd M. patented 11th October, 1904, N.W.H.B., as assignee of Edward Boucher; the S.E. ¼ of 22-20-21, west 2nd M., N.W.H.B., patented 22nd September, 1900, as assignee of Louis McGillies; the S.E. ¼ of 28-20 21, west 2nd M., N.W.H.B., patented 26th August, 1901, as assignee of J. Bte. Fagant, jr., and the E. ½ of S.E. ¼ of 32-20-21, west 2nd M., N.W.H.B., patented 11th September, 1901, as assignee of Jos. Alexander; and of all papers in connection with any claims of G. W. Brown or others in connection with these lands. Presented 3rd June, 1913.—*Mr. Bradbury*.....*Not printed.*

187*g*. Return to an Order of the House of the 31st March, 1913, for a copy of all papers, telegrams, applications and other documents regarding the S.W. ¼, 28-20-21, west 2nd M., N.W.H.B., patented 1st March, 1909, as assignee of Norbert Bellehumeur; and the W. ½ of S.E. ¼, 32, 20, 21, west 2nd M., N.W.H.B., patented 1st March, 1909, as assignee of Norbert Bellehumeur; and of all papers in connection with any claims by Norman McKenzie or others against the Government in connection with these lands. Presented 4th June, 1913.—*Mr. Bradbury*.....*Not printed.*

188. Return to an Order of the House of the 10th March, 1913, for a copy of all correspondence or communication of any kind between the Department of Insurance at Ottawa and the Department of Insurance at Toronto since June, 1907, touching the transfer of the Canadian Guardian Life Insurance Company from the jurisdiction of the Insurance Department at Ottawa to that of the jurisdiction of the Insurance Department at Toronto; of all correspondence, if any, between the Insurance Department at Ottawa and the *Saturday Night*, newspaper of Toronto, touching the affairs of the Canadian Guardian Life Insurance Company or the International Insurance Company, Limited; and of all correspondence and other communications between the Department of Insurance at Ottawa and the Government of the province of Alberta in reference to the affairs of the Canadian Guardian Life Insurance Company or the International Insurance Company, Limited. Presented 31st March, 1913.—*Mr. German.*
Not printed.

189. Copy of an Order in Council, &c., respecting a contribution of $30,000 to assist in alleviating the distress of the sufferers by the disastrous cyclone which swept over the City of Regina and its vicinity. Presented by Hon. Mr. White, 31st March, 1913.
Not printed.

190. Copy of correspondence respecting the Treaty of Commerce and Navigation between the United Kingdom and Japan. Presented by Hon. Mr. Borden, 1st April, 1913.
Printed for sessional papers only.

190*a*. From Imperial Consulate General of Japan for the Dominion of Canada. The undersigned, His Imperial Majesty's Consul General at Ottawa, duly authorized by His Government, has the honour to declare that the Imperial Japanese Government are fully prepared to maintain with equal effectiveness the limitation and control which they have since 1908 exercised in the regulation of emigration from Japan to Canada. 11th April, 1913. Presented by Hon. Mr. Borden, 11th April, 1913.....*Not printed.*

191. Copy of the order in council in connection with the appointment of a Commission to inquire into the claims of the province of British Columbia for exceptional treatment. Presented by Hon. Mr. Borden, 1st April, 1913.....*Printed for sessional papers only.*

191*a*. Memorandum *re* British Columbia's claims for special consideration. Presented by Hon. Mr. Borden, 1st April, 1913.....*Printed for sessional papers only.*

CONTENTS OF VOLUME 28.—*Continued.*

191*b*. Copies of orders in council, &c., relating to the appointment of commissioners to adjust all matters relating to Indian lands and Indian affairs generally in the province of British Columbia. Presented by Hon. Mr. Borden, 17th April, 1913.
Not printed.

191*c*. Report of the Royal Commission appointed to inquire into and report upon the law respecting pilotage and its administration in the pilotage districts of Montreal and Quebec; and what changes, if any, are desirable therein; and also, a letter addressed to the Minister of Marine and Fisheries from Mr. Ajutor Lachance, one of the commissioners. Presented by Hon. Mr. Hazen, 18th April, 1913.....*Not printed.*

191*d*. Report of Royal Commission on Industrial Training and Technical Education, Parts I, II, III. and IV. Presented by Hon. Mr. Crothers, 4th June, 1913.
Printed for distribution and sessional papers.

192. Return to an Order of the House of the 24th February, 1913, for a copy of all memoranda, letters, papers and documents relating to the setting apart of a forest reserve on the north side of the Saskatchewan river opposite the City of Prince Albert. Presented 2nd April, 1913.—*Mr. Oliver*.....*Not printed.*

192*a*. Return to an Order of the House of the 26th February, 1913, for a copy of all memoranda, reports, letters, and other documents of any kind in the possession of the Department of the Interior relating to the suitability for forest reserve or for homesteading purposes, of the whole or any part of townships 24 and 25, range 27, west of the first meridian, now forming part of the Riding Mountain Forest Reserve. Presented 11th April, 1913.—*Mr. Oliver*.....*Not printed.*

193. Return to an Order of the House of the 10th February, 1913, for a copy of all correspondence exchanged between the Department of Marine and Fisheries and the member for Temiscouata, and all other persons, respecting the placing of a light or line of lights on wharf at Ile Verte, County of Temiscouata. Presented 4th April, 1913.—*Mr. Paquet*.....*Not printed.*

194. Copy of a report of the Committee of the Privy Council, approved by His Excellency the Administrator, on the 5th April, 1913, relative to a contract for an ocean mail, passenger and freight steamship service between Canada and Great Britain and Great Britain and Canada, together with the articles of agreement for the said service. Presented by Hon. Mr. Pelletier, 7th April, 1913.....*Not printed.*

195. Return to an Order of the House of the 10th March, 1913, for a statement showing the total volume of trade, in import and export, respectively, between Canada and Newfoundland for each year during the period from the 1st day of January, 1896, to the 1st day of January, 1913, and of what the said trade consisted of each year.

2. The volume of trade between Newfoundland and the West Indian Islands, included in the West Indian trade agreement with Canada, dated the 9th day of April, 1912, during the years 1909, 1910, 1911 and 1912, in import and export, and of what the said import and export consisted of each year. Presented 10th April, 1913.—*Mr. McKenzie.*
Not printed.

195*a*. Supplementary return to an Order of the House of the 10th March, 1913, for a statement showing the total volume of trade, in import and export, respectively, between Canada and Newfoundland for each year during the period from the 1st day of January, 1896, to the 1st day of January, 1913, and of what the said trade consisted of each year.

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2. The volume of trade between Newfoundland and the West Indian Islands, included in the West Indian trade agreement with Canada, dated the 9th day of April, 1912, during the years 1909, 1910 1911 and 1912, in import and export, and of what the said import and export consisted of each year. Presented 21st April, 1913.—*Mr. McKenzie* ....*Not printed.*

196. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, telegrams, and correspondence referring in any way to the purchase or leasing of the property in Antigonish, N.S., now in use as a gun shed or store house for the equipment of the 18th Field Battery of Artillery. Presented 14th April, 1913.—*Mr. Chisholm (Antigonish)*..... .....*Not printed.*

197. Return to an Order of the House of the 19th March, 1913, for a copy of all tenders asking for the construction of a drill hall at Fernie, B.C., of all correspondence concerning the awarding of the contract, and of all correspondence and documents regarding said tender and contract. Presented 14th April, 1913.—*Sir Wilfrid Laurier.* *Not printed.*

197*a*. Supplementary return to an Order of the House of the 19th March, 1913, for a copy of all tenders asking for the construction of a drill hall at Fernie, B.C., of all correspondence concerning the awarding of the contract, and of all correspondence and documents regarding said tender and contract. Presented 6th June, 1913.—*Sir Wilfrid Laurier*..... ....*Not printed.*

198. Return to an Order of the House of the 24th February, 1913, for a copy of all correspondence and documents between the government of Canada or any officer thereof, and one Miss Mastin, of England, relating to a presentation of certain chinaware and other curiosities, made to the Government by the said Miss Mastin, in memory of the defeat at the polls of the agreement relating to reciprocity with the United States. Presented 14th April, 1913.—*Mr. Sinclair*..... .....*Not printed.*

199. Return to an Order of the House of the 19th March, 1913, for a return showing the names, professions or occupations, residences, the date of appointment, and the salary in each case, of all correspondents of the *Labour Gazette*, and also the number of changes made in that particular for the year 1912. Presented 22nd April, 1913.—*Mr. Verville* ....*Not printed.*

200. Return to an Order of the House of the 26th March, 1913, for a return showing the amount of seed grain supplied to settlers in Peace River during the year 1912; the amount of seed grain being provided for settlers in Peace River during 1913; who distributed the seed grain supplied in 1912 and who is authorized to distribute seed grain in 1913; under what conditions seed grain was supplied during 1912, and those proposed for 1913; if provisions were supplied during 1912. what the conditions were and who gave out the supplies; if it is intended to supply provisions in 1913, what conditions will be given and who will give them out. Presented 25th April, 1913.—*Mr. Oliver* ....*Not printed.*

201. Return to an Order of the House of the 7th April, 1913, for a copy of all documents in the Department of the Interior prior to the issue of the Crown patents relating to Lot No. 217 of the Hudson Bay Company Survey, in the parish of St. John, Winnipeg. Presented 25th April, 1913.—*Mr. Proulx*.....*Not printed.*

202. Return to an Order of the House of the 31st March, 1913, for a copy of all correspondence claims and reports with reference to compensation claimed by owners of horses attached to the 10th Field Battery at Camp Petawawa in the summer of 1912, by rea-

CONTENTS OF VOLUME 28.—*Continued.*

son of damage or disease contracted while in the service; also of all such claims paid, the amounts in each case, and the persons to whom paid. Presented 25th April, 1913.—*Mr. Carvell*.....*Not printed*

203. Return to an Order of the House of the 11th December, 1912, for a copy of all papers, documents, pay-rolls, accounts, receipts, and correspondence in connection with all expenditures of money made in 1912 upon the Petite Rivière breakwater, Lunenburg County, Nova Scotia. Presented 29th April, 1913.—*Mr. Maclean (Halifax)*.
Not printed.

203a. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all advertisements, tenders, contracts, orders in council, letters, correspondence, &c., relating to the construction of a wharf or breakwater at Seaforth, Halifax County, N.S. Presented 29th April, 1913.—*Mr. Maclean (Halifax)*.
Not printed.

203b. Return to an Order of the House of the 20th March, 1912, for a copy of all documents, letters, correspondence, petitions, reports, &c., addressed to the Department of Public Works since the 21st September last on the subject of a wharf now under construction at St. Croix, in the County of Lotbinière, province of Quebec. Presented 29th April, 1913.—*Mr. Fortier*.....*Not printed.*

203c. Return to an Order of the House of the 19th March, 1913, for a return showing whether the repairs to Red Point wharf, Lot 48, Prince Edward Island, have been completed; if the work was done by tender or by day labour; if by tender, with whom the contract was made; if by day labour, the number of superintendents, inspectors, or overseers employed, their names, the number of days each did work, and the wages per day paid to each; the number of men employed, their names, the number of days each did work and the wages per day paid to each; who supplied the materials; the amount of each kind or class used, and the price paid for each kind or class; the total amount paid for materials, wages and cost of the work. Presented 2nd May, 1913.—*Mr. Hughes (Kings, P.E.I.)*.....*Not printed.*

203d. Return to an Order of the House of the 31st March, 1913, for a copy of all documents, papers, correspondence, representations, &c., relating to the purchase of land at Digby, Nova Scotia, for the purpose of a site for a public wharf. Presented 2nd May, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

203e. Return to an Order of the House of the 19th March, 1913, for a return showing whether the repairs to Southport wharf, Lot 48, Prince Edward Island, have been completed; if the work was done by tender or by day labour; if by tender, with whom the contract was made; if by day labour, the number of superintendents, inspectors, or overseers employed, their names, the number of days each did work, and wages per day paid to each; the number of men employed, their names, the number of days each did work and the wages per day paid to each; who supplied the materials; the amount of each kind or class used and the price paid for each kind or class; the total amount paid for materials, wages and cost of the work. Presented 2nd May, 1913.—*Mr. Hughes (Kings, P.E.I.)*.....*Not printed.*

203f. Return to an Order of the House of the 11th December, 1912, for a copy of all accounts, correspondence, telegrams, complaints and other documents in possession of the Department of Public Works, in relation to the expenditure of moneys on harbour improvements at Grand Etang, during the year 1911-12. Presented 13th May, 1913.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

CONTENTS OF VOLUME 28.—*Continued.*

203*g*. Return to an Order of the House of the 7th April, 1913, for a copy of all documents, correspondence, &c., relating to the purchase by the Department of Public Works of a certain quantity of timber for the construction of a wharf at St. Germain de Kamouraska, the said purchase having been made, as alleged, from Murray Castonguay during the year 1912. Presented 26th May, 1913.—*Mr. Lapointe (Kamouraska).* *Not printed.*

203*h*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters written to the Honourable Minister of Public Works, or to any officer of the Public Works Department, or to any member of the government since 10th October, 1911, by G. A. R. Rowlings, John S. Wells and S. R. Griffin, relating to the construction of public works, County of Guysborough, N.S., also a copy of the replies to the same. Presented 29th May, 1913.—*Mr. Sinclair*.....*Not printed.*

203*i*. Return to an Order of the House of the 7th May, 1913, for a copy of all correspondence exchanged between the Postmaster General and M. Isidore Belleau, of Quebec, in connection with improvements contemplated in Quebec harbour. Presented 2nd June, 1913.—*Mr. Carvell*.....*Not printed.*

203*j*. Return to an Order of the House of the 28th April, 1913, for a copy of all papers, documents, pay-rolls, receipts, accounts, correspondence, &c., relating to repairs made upon the breakwater at Petite Rivière, Lunenburg County, N.S., in the year 1912. Presented 6th June, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

204. Return to an Order of the House of the 4th March, 1912.—1. For a copy of all reports of engineers from 1874 to 1900, relating to the most suitable site in the harbour of Quebec for the construction of a dry dock.

2. Of all correspondence exchanged on the subject of a choice of a site for the dry dock now existing at St. Joseph de Lévis, at the time of its construction.

3. Of engineers reports, plans, maps and bearings relating to the construction of a new dry dock in the port of Quebec since 1900.

4. Of all correspondence exchanged between the different companies and the government relating to the construction of a new dry dock in the port of Quebec, since 1909.

5. Also for the production of all documents submitted by the different companies who have asked for the government grant provided by the Dry Dock Subsidies Act. Presented 29th April, 1913.—*Mr. Béland*.....*Not printed.*

204*a*. Dry dock of Lévis. Report of Mr. Charles Smith against Sampson, et al.—(*Senate*). *Not printed.*

204*b*. Return to an Address to His Royal Highness the Governor General of the 19th March, 1913, for a copy of all orders in council, plans and estimates, correspondence, papers and inquiries respecting the construction of a dry dock at Quebec or Lévis or in the port or harbour of Quebec. Presented 6th June, 1913.—*Mr. Lachance*....*Not printed.*

205. Return to an Order of the House of the 9th April, 1913, for a copy of the petition of the Restigouche Fishermen's Association to the Minister of Marine and Fisheries asking for the removal of Mr. M. M. Mowat, head guardian of the Restigouche Riparian Association as Dominion fishery officer, and the answer thereto. Presented 2nd May, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

206. Return to an Order of the House of the 13th February, 1913, for a return showing the name of the company who has the contract for the electric lighting of the government buildings and grounds in Ottawa, date of contract and period, on what notice can contract be cancelled, price paid per kilowatt hour for electric lighting, names of

CONTENTS OF VOLUME 28.—*Continued.*

buildings lighted, cost of lighting each per year, rate for electric lighting if a combined power and light rate, price for current for power purposes, if lamps are not free, price paid for the carbon and tungsten lamps renewed, are lamps marked so as to be identified as belonging to the government buildings, number of electric lamp renewals paid for during the last fiscal year, where required, number of carbon and tungsten lamps respectively in use in the several buildings and the candle power or wattage of the same. Presented 2nd May, 1913.—*Mr. Wilson (Wentworth)*
Not printed.

207. Return to an Order of the House of the 17th February, 1913, for a copy of all correspondence, letters, telegrams, petitions, memoranda, reports, tenders, deposits, recommendations and all other documents of any nature whatsoever bearing on or having relation to the erection of a public building in the city of Three Rivers, P.Q., since the 11th day of October, 1911, to date. Presented 2nd May, 1913.—*Mr. Bureau.*
Not printed.

207*a*. Return to an Order of the House of the 26th May, 1913, for a copy of all papers, letters, and documents relating to the construction of a public building in the town of Laurentides, County of L'Assomption. Presented 4th June, 1913.—*Mr. Seguin.*
Not printed.

207*b*. Return to an Order of the House of the 2nd April, 1913, for a copy of all correspondence, letters, telegrams, contracts, tenders and reports of government inspector, in relation to the work and repairs on the public building at North Sydney during the year 1912, and particularly the inspector's report on the damages caused by fire during the construction of said works and repairs; and also a copy of the tenders of Henry Lovell, for the above work. Presented 6th June, 1913.—*Mr. McKenzie.*
Not printed.

207*c*. Return to an Order of the House of the 27th January, 1913, for a copy of all telegrams, letters, documents and plans relative to the purchase or acquirement of land for the purpose of erecting a public building in Stellarton, Nova Scotia, in the year 1912. Presented 6th June, 1913.—*Mr. Macdonald*.....*Not printed.*

208. Return to an Order of the House of the 24th February, 1913, for a return showing the names of the buildings occupied by the Government as public offices, which are under rent, excepting the Centre, East, West and Langevin Blocks; the street on which each of these offices is situated and the number of the street in each case. Presented 2nd May, 1913.—*Mr. Boulay*.....*Not printed.*

209. Return to an Order of the House of the 11th December, 1912, for a copy of all accounts, correspondence, telegrams, complaints and other documents in possession of the Department of Public Works, relating to the construction of telegraph lines during the year 1911-12, from South West Margaree to Scotsville, from Scotsville to North Ainslee; from Scotsville to South Lake Ainslee and Whycocomagh; from Little Narrows to Whycocomagh; from Rossville to Big Intervale and from Rossville to the Victoria County Boundary Line, all in the County of Inverness. Presented 2nd May, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed.*

210. Correspondence in connection with the area or areas prescribed for mange in British Columbia.—(*Senate*).... ....*Not printed.*

211. Report made by the Central Railway of Canada to the Railway Department.—(*Senate*).
Not printed.

CONTENTS OF VOLUME 28.—*Continued.*

212. Return to an Address to His Royal Highness the Governor General of the 10th February, 1913, for a copy of all orders in council, letters, telegrams and of all other official documents of any kind in the possession of the Department of Customs, relating to the seizures of twenty horses from John Gobel, for smuggling them across the United States boundary near Coutts, or Writing-on-Stone, between the 20th and 28th of February, 1911. Presented 5th May, 1913.—*Mr. MacNutt*.....*Not printed.*

213. Return to an Address to His Royal Highness the Governor General of the 10th February, 1913, for a copy of all orders in council, letters, telegrams and of all other official documents of any kind in the possession of the Department of the Interior, relating to sale of school lands which have been held in the provinces of Alberta and Saskatchewan since the 12th day of October, 1911. Presented 7th May, 1913.—*Mr. McCraney*.....*Not printed.*

213*a*. Return to an Order of the House of the 2nd April, 1913, for a return showing by quarter-section, or fraction of quarter-section, all school lands sold in Manitoba, Saskatchewan and Alberta during the calendar year 1912; the price per acre at which each separate parcel was sold; the name and address of each purchaser; a list of all school lands sold at above sales which have since been cancelled; the price at which each parcel of said cancelled lands were sold, with the names and addresses of purchasers of each parcel of said lands sold and subsequently cancelled. Presented 23rd May, 1913.—*Mr. Turriff*.....*Not printed.*

213*b*. Return to an Order of the House of the 12th February, 1913, for a return showing all school lands sold in the province of Saskatchewan in 1912, giving each parcel of land sold, the name and address of each purchaser, the date and place of sale, the name of the auctioneer at each sale, and any assignments of contracts of purchase of which the government has notice, and a copy of all correspondence passing between the Government, or any member thereof, and the Government of the province of Saskatchewan or any member thereof, with respect to the sale of school lands in the said province. Presented 6th June, 1913.—*Mr. Martin (Regina)*.....*Not printed.*

214. Return to an Order of the House of the 9th April, 1913, for a copy of all petitions, affidavits, specifications, plans, drawings, claims, certificates, papers and patent rights in the Department of Agriculture or the Patents Branch thereof, with respect to Patent Number 142823. Presented 7th May, 1913.—*Mr. Carvell*.....*Not printed.*

215. Return to an Order of the House of the 28th April, 1913, for a copy of all memorials, petitions, and letters, addressed to or sent by the Minister of Agriculture, or on his behalf, in connection with the establishment of an agricultural school, model farm or demonstration station at New Carlisle, Quebec. Presented 9th May, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

216. Return to an Order of the House of the 28th April, 1913, for a copy of all telegrams, correspondence, returns, &c., between the Department of Agriculture, and any other person or persons, requesting recently that the Veterinary Director General of Canada visit Nova Scotia. Presented 9th May, 1913.—*Mr. Maclean (Halifax)*.
Not printed.

217. Extent to which the Franking privilege is used by the several provinces in Canada for statistics.—*(Senate)*.....*Not printed.*

218. Return to an Order of the House of the 29th January, 1913, for a copy of all diaries and other documents relating to and showing the work performed during the months of June and July, 1912, by Homestead Inspectors Rathwell and Erratt in the Moosejaw land district. Presented 16th May, 1913.—*Mr. Knowles*.....*Not printed.*

CONTENTS OF VOLUME 28.—*Continued.*

218*a*. Return to an Order of the House of the 29th January, 1913, for a copy of all diaries relating to and showing the work performed during the months of June and July, 1912, by Homestead Inspectors Brandt, Balfour, Ouelette and Sipes, in the Regina land district. Presented 16th May, 1913.—*Mr. Martin (Regina).....Not printed.*

218*b*. Return to an Order of the House of the 29th January, 1913, for a return showing the expenses of Homestead Inspectors Brandt, Balfour, Ouelette and Sipes during the months of June and July, 1912. Presented 16th May, 1913.—*Mr. Martin (Regina).* *Not printed.*

218*c*. Return to an Order of the House of the 29th January, 1913, for a return showing the expenses of Homestead Inspector Miller of the Moosejaw land district during the months of June and July, 1912, together with a copy of all reports, proceedings, diaries and other documents, showing the work performed during the said time by the said homestead inspector. Presented 16th May, 1913.—*Mr. Knowles.....Not printed.*

218*d*. Return to an Order of the House of the 29th January, 1913, for a copy of all diaries and other documents relating to and showing the work performed during the months of June and July, 1912, by Homestead Inspectors Shields and McLaren, in the Swift Current lands district. Presented 23rd May, 1913.—*Mr. Knowles.....Not printed.*

218*e*. Return to an Order of the House of the 29th January, 1913, for a return showing the expenses of Homestead Inspectors Shields, McLaren, Erratt and Rathwell, during the months of June and July of 1912. Presented 26th May, 1913.—*Mr. Knowles.* *Not printed.*

219. Return to an Order of the House of the 26th March, 1913, for a copy of all papers, memoranda, and instructions relating to a certain area of land on the bank of Little Manitou Lake, Saskatchewan, recently transferred to the town of Waterous, for park purposes. Presented 16th May, 1913.—*Mr. Oliver.....Not printed.*

220. Return to an Order of the House, of the 4th December, 1912, for a copy of all correspondence and other documents in the possession of the Department of Public Works relating to the proposed interprovincial bridge between Hawkesbury, Ontario, and Grenville, Quebec. Presented 26th May, 1913.—*Mr. Proulx.....Not printed.*

221. Return to an Order of the House of the 1st April, 1913, for a copy of all complaints, charges, evidence and reports in connection with the investigation held at Aldershot, N.S., in September, 1912, relating to the alleged thefts of property from the militia camp. Presented 26th May, 1913.—*Mr. Kyte.....Not printed.*

221*a*. Return to an Order of the House of the 21st April, 1913, for a copy of all notices, tenders, contracts and correspondence relating to the supplying of ice for the military comp at Aldershot, N.S., for 1913, and of all correspondence relating to the source of such ice supply. Presented 26th May, 1913.—*Mr. Kyte.....Not printed.*

222. Return to an Order of the House of the 17th February, 1913, for a copy of all letters, proposals, tenders, memoranda, papers and documents in the possession of the Department of Trade and Commerce, or any department of the Government, bearing date since 1st December, 1912, relating to steamship service between Canada and the West Indies. Presented 27th May, 1913.—*Mr. Maclean (Halifax).....Not printed.*

222*a*. Return to an Order of the House of the 2nd April, 1913, for a copy of all correspondence, petitions, letters, telegrams, and other documents in the Department of Trade and Commerce, or any department of the Government, relating to the SS. service,

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between Mulgrave, County of Guysborough and Cheticamp, Inverness County, during the years 1910-11, 1911-12, and 1912-13, and the service to be continued during the year 1913-14. Presented 27th May, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed.*

223. Return to an Order of the Senate calling upon the Clerk of the House to furnish a statement showing the number of Bills passed by the House of Commons since Confederation, which have been:—1. Amended by the Senate. 2. Rejected by the Senate. 3. Amended by the Senate and accepted by the Commons.—*(Senate)*.....*Not printed.*

224. Return to an Order of the House of the 14th May, 1913, showing whether a contract was passed by the Post Office Department in the year 1911, for the use of stamp vending machines, the terms of said contract, the date, and by whom signed. Presented 2nd June, 1913.—*Mr. Lemieux*.....*Not printed.*

225. Ordinances of the Yukon Territory, passed by the Yukon Council in the year 1913. Presented by Hon. Mr. Coderre, 2nd June, 1913.....*Not printed.*

226. Names of judges of Superior and Circuit Court in province of Quebec, date of appointment, &c.—*(Senate)*.....*Not printed.*

227. Return to an Order of the House of the 19th May, 1913, for a return showing the per capita taxation for the year ending 31st March, 1913, and for each of the twelve preceding years. Presented 3rd June, 1913—*Mr. Hughes (Kings, P.E.I.)*....*Not printed.*

228. Return to an Order of the House of the 29th May, 1913, for a return showing whether a certificate has been issued by the Treasury Board authorizing the transfer of the assets and liabilities of La Banque Internationale du Canada to the Home Bank; the terms of the said transfer, and all documents bearing on this question. Presented 3rd June, 1913.—*Mr. Lemieux*.....*Not printed.*

229. Report of the Canadian delegates to the International Conference, held at New York for the consideration of the Commemoration of the First Century of Peace between the United States and the British Empire. Presented by Hon. Mr. Borden, 5th June, 1913.....*Not printed.*

230. Return to an Address to His Royal Highness the Governor General of the 10th March, 1913, for a copy of all correspondence, memoranda, orders in council, departmental orders and reports from fishery overseers or other officers, during the past two years, relating to weir licenses in the waters of the Counties of Charlotte and St. John, Province of New Brunswick. Presented 6th June, 1913.—*Mr. Pugsley*.....*Not printed.*

231. Return to an Order of the House of the 24th February, 1913, for a copy of all letters and papers relating to the issue of half-breed scrip, warrant No. 2155, certificate No. 672, to Albert St. Denis, and the disposition of the said scrip. Presented 6th June, 1913.—*Mr. Oliver*.....*Not printed.*

232. Return to an Address to His Royal Highness the Governor General of the 3rd February, 1913, for a copy of all papers in connection with the withdrawal from settlement of a strip of land one mile in width along the line of the Hudson Bay Railway, and of the order in council, and also of all plans and correspondence in connection with the same, prior and subsequent thereto. Presented 6th June, 1913.—*Mr. Graham.* *Not printed.*

233. A return to an Order of the Senate dated 7th March, 1913, for a copy of all papers, letters, petitions, contracts and other papers relating in any way to the purchase of land at Le Pas for terminus of Hudson Bay road.—*(Senate)*.....*Not printed.*

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR FROM APRIL 1, 1911, TO MARCH 31, 1912

Submitted in accordance with the provisions of the Revised Statutes of Canada, 1906 Chapter 35, Section 33.

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1912

[No. 20—1913]

To Field Marshal, His Royal Highness Prince ARTHUR WILLIAM PATRICK ALBERT, *Duke of Connaught and of Strathearn, and Earl of Sussex, in the Peerage of the United Kingdom, Prince of the United Kingdom of Great Britain and Ireland, Duke of Saxony, Prince of Saxe-Coburg and Gotha; Knight of the Most Noble Order of the Garter; Knight of the Most Ancient and Most Noble Order of the Thistle; Knight of the Most Illustrious Order of Saint Patrick; one of His Majesty's Most Honourable Privy Council; First and Principal Knight Grand Cross and Great Master of the Most Honourable Order of the Bath; Knight Grand Commander of the Most Exalted Order of the Star of India; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Commander of the Most Eminent Order of the Indian Empire; Knight Grand Cross of the Royal Victorian Order; Personal Aide-de-Camp to His Majesty the King; Governor General and Commander-in-Chief of the Dominion of Canada.*

MAY IT PLEASE YOUR ROYAL HIGHNESS,—

The undersigned has the honour to present to Your Royal Highness the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from April 1, 1911 to March 31, 1912.

F. COCHRANE,
Minister of Railways and Canals.

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REPORT

OF THE

DEPUTY MINISTER OF RAILWAYS AND CANALS

FOR THE YEAR ENDED MARCH 31, 1912

To the Honourable F. COCHRANE,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Department of Railways and Canals for the fiscal period of twelve months ended March 31, 1912.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers in the department are given in appendices. These include the report of the Government Railways Managing Board; the report of the Government Chief Engineer of the western division of the Transcontinental Railway; the report of the Chairman of the Quebec Bridge Engineers' Board; and the report of the Chief Engineer of the Department.

In Part I, will be found statements of the accountant of the department, showing the amounts expended during the past fiscal year in construction, repair and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, and on each of the government railways; also a statement showing payments made, year by year, to subsidized railways, with the aggregates of such payments.

In Part II are the statements of the Departmental Solicitor of the contracts and agreements entered into during the year.

GENERAL SUMMARY.

During the twelve months of the past fiscal year the expenditures made by or through the department on its several works of operation, maintenance and construction, both railway and canal, and in furtherance by subsidy, under specific votes granted by Parliament, of railway enterprises in various parts of Canada other than the government roads, also the revenue derived from these works, aggregate as follows:—

The total railway expenditure amounted to $35,907,972.09, of which $23,712,098.59 was charged to capital, $1,117,070.70 to income, and $11,078,802.80 to revenue.

The railway expenditure on capital account included $1,710,448.56 for the Intercolonial railway, $128,041.91 for the Prince Edward Island railway, $21,110,683.05 for

the eastern division (from Moncton to Winnipeg), of the National Transcontinental railway, which is in course of construction by a board of commissioners, $159,632 for the Hudson Bay railway, and $603,293.07 for the Quebec bridge.

The railway expenditure on income included a total of $859,400.25 paid as subsidies to railways other than the government roads, and $180,997.17 for the Board of Railway Commissioners for Canada.

The expenditure of the Intercolonial railway amounted to $12,301,484 40, namely, $1,710,448.56 on capital account, and on revenue account (working expenses) $10,591,035.84. On the maintenance of the Windsor branch the expenditure was $33,854.05, charged to revenue account.

On the Prince Edward Island railway, the total expenditure was $578,004.82, of which $128,041.91 was charged to capital and $449,962.91 to revenue.

The expenditure on canals aggregated $4,254,609.24; of which $2,560,938.11 was chargeable to capital account, $442,012.43 to income, $676,790.43 for staff, and $574,-868.27 for repairs, the last two amounts being charged to revenue.

Adding to the above for miscellaneous expenditures common to both branches, the sum of $2,922.06, the total expenditure for the year on railways and canals was $40,165,503.39.

The total revenue derived from the government railway and canal works was $11,298,280.31, of which the railways produced $11,034,165.83, and the canals $264,-114.48.* the sum of $201,986.77 being derived from hydraulic and other rents.

The total government expenditure on railways prior to and since Confederation (July 1, 1867) up to March 31, 1912, amounts, on capital account, to $285,126,793.46, including the sum of $25,000,000 granted to the Canadian Pacific Railway Company for its main line, and also the amount, $660,683.09, expended on the Annapolis and Digby railway. In addition, there has been expended from the consolidated fund a total of $226,270,580.19, covering the operating expenses of the government roads, and $43,594,408.57 subsidies to railways other than the main line of the Canadian Pacific railway, making a total expenditure of $511,397,373.65. Of this amount, the sum of $13,881,460.65 was expended prior to Confederation, namely, on the construction of portions of what is now the Intercolonial railway system, $10,766,725.54, and on the construction of the Prince Edward Island railway $3,114,735.11.

The total government expenditure on canals prior to and since July 1, 1867, to March 31, 1912, the close of the fiscal year, amounts on capital account to $101,892,-861.97, of which $20,593,866.13 was expended prior to Confederation, and from the consolidated fund, for operation, maintenance and repairs, to $32,562,218.19, making a total of $134,455,080.16.

The total expenditure on the two branches, railways and canals, up to March 31, 1912, is as above, $645,852,453.81; adding to which, for general expenditures embracing

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* Under the authority of an order in council, dated June 22, 1905, the system of charging tolls for the passage of vessels and goods was abolished on all the canals of the Dominion. Records, however, are kept for statistical purposes, and the compilation of the resultant figures is given in a separate report issued by the department.

both, the further sum of $815,649.90, the grand total expenditure amounts to $646,668,103.71.†

The total revenue collected since July 1, 1867, to March 31, 1912, amounts, from the government railways, to $168,440,753.06, and from the canals to $14,641,607.11, making a total of $183,082,360.17.

Details in tabulated form showing the general classes and directions of the above expenditures and revenues will be found in the statements of the accountant of the department, printed in the appendices, Part I herewith.

GOVERNMENT RAILWAYS IN OPERATION.

The government railways are the Intercolonial, the Windsor branch (maintained only and leased for operation), and the Prince Edward Island railway. They are controlled by a board 'The Government Railways Managing Board,' appointed under authority of an Order in Council, dated April 20, 1909.

Details respecting these railways and their operation will be found in the appendices, Part III, containing reports from the Government Railways Managing Board, and the officials of these roads.

The Intercolonial railway working expenses aggregated $10,591,035.84, and its earnings, $10,593,785.84, the difference between the two amounts showing a profit of $2,750 only.

The Intercolonial, however, actually made a profit of $539,569.69, but at the close of the fiscal year the sum of $536,819.69 was transferred to Equipment Renewal Account, and was available at the beginning of the following year for the purchase of rolling stock. The sum so transferred, though not expended, was charged against 'maintenance of equipment.'

The Windsor branch maintenance expenditure amounted to $33,854.05; the government share of the earnings credited to the branch amounted to $73,176.60, leaving a profit of $39,322.55.

The Prince Edward Island railway working expenses amounted to $449,962.91; its earnings amounted to $367,203.39, the deficit being $82,759.52.

INTERCOLONIAL RAILWAY.

This railway extends from the Atlantic ocean ports of Halifax, St. John, Sydney and North Sydney, to Montreal.

On March 1, 1898, the operatons of the International, the westerly limit of which previously was Levis, opposite Quebec, were extended to Montreal, by means of leases obtained from the Grand Trunk and Drummond County railway companies, making an addition of 169·81 miles to the operation of the government line.

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† This amount does not include the annual payment of $119,700 to the provincial government of Quebec, being interest at the rate of 5 per cent on the sum of $2,394,000 up to 1905, granted by 47 Victoria, Ch. 8 (1884), nor the annual payment of $107,730, being interest at the rate of 4½ per cent since and including 1905, on the said sum of $2,394,000, for the line between Ottawa and Quebec, which sum was transferred to the public debt as a liability, and is dealt with by the Finance Department. (*See* Public Accounts, 1893-4, page 10, and 1906, page 79.)

The leasing agreement for an undivided half share or interest, made with the Grand Trunk Railway Company, and dated February 1, 1898, was confirmed, with modification, by the Act 62-63 Vic., chap. 5, (1899). It covers the distance between Ste. Rosalie station, and the City of Montreal, with termini in that city, also the Jacques Cartier junction, the Chaudiere bridge and its approaches, and the use of the Victoria bridge over the River St. Lawrence above Montreal. Its term extends for a period of ninety-nine years from March 1, 1898, renewable, in like terms of ninety-nine years each, forever; the annual rental being fixed at $140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899), the Drummond County railway from Chaudiere to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On October 1, 1904, the Canada Eastern railway from Gibson to Loggieville, 123·67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's bridge, with connected property, 1·33 mile, was surrendered to the government.

In September, 1911, the branch line, 12·52 miles long, from Ferrona junction to Sunny Brae, was acquired and operated, increasing the length of the railway to 1,468·15 miles. 24·60 miles in the main line and 2·10 miles in branches are double-tracked. There are of spur lines 35·8 miles, and of sidings and tracks in yards, 391·43 miles.

CAPITAL ACCOUNT EXPENDITURE.

The expenditure for the past fiscal year ended March 31, 1912, on capital account amounted to $1,710,448.56, making the total capital expenditure on the whole road as amalgamated under the Act 54-55 Vic., chap. 50 (1891) and 62-63 Vic., chaps. 5 and 6 (1899), together with the acquired Canada Eastern railway, $94,745,819.64.

The principal items charged to capital during the year were as follows (omitting cents); for diversion of line at Chatham and branch to wharf, $210,563; for the new locomotive and car shops with equipment, and new freight yard and cut-off at Moncton, $106,936; addition to general office, Moncton, $80,626; increased accommodation at Halifax, $73,989; docks and wharves at Halifax, $98,898; engine house, machine shops, &c., at Rivière du Loup, $62,347; Sydney Mines diversion, $100,000; increased accommodation at Campbellton, $176,810; increased accommodation at Fredericton, $42,978; at St. John, $25,600; Stellarton, $30,000; Truro, $24,951; and Mulgrave, $28,961; double-tracking at New Glasgow, $26,069; Sydney Mines diversion, $249,929; general protection of highways, $114,266; air brakes to freight cars, $12,160; and rolling stock, $128,485. The sum of $113,406 was expended towards the construction of a railway from the Intercolonial railway near New Glasgow to Guysboro, and from Cross Roads Country Harbour, on the line, to Deepwater: also the sum of $24,696 towards the building of a railway from Dartmouth to Deans Settlement; and the sum of $11,121 towards building a railway from Alba, on the Intercolonial railway, to Baddeck, C.B.

REVENUE ACCOUNT EXPENDITURE.

The expenditures on revenue account are grouped under five main heads, each divided into a number of sub-heads.

The main heads and the expenditures under them for the fiscal year ended March 31, 1912, are as follows: Maintenance of way and structures, $1,820,869.24, against which is a credit of $8,449.66, for maintenance of joint tracks, yards, &c., leaving the net amount $1,812,419.58; maintenance of equipment, $2,681,543.27; traffic expenses, $217,943.10; transportation expenses, $5,728,533.16, against which is a credit of $98,393.97 for operating joint yards and terminals, making the net expenditure under this head, $5,630,139.19; general expenses, $248,990.70.

The aggregate expenditure under these five heads for the year was $10,591,035.84.

199 miles of track were taken up and replaced with new rails at a cost of $158,368.

476,048 ordinary ties, and 190 sets of switch ties were put in track at a cost of $143,054.

151 miles of track were ballasted at a cost of $61,628.

The expenditure on grade crossings, fences, cattle guards was $47,918.

30·55 miles of woven wire fencing were built.

Removal of snow, sand and ice cost $151,580.

On the roadway and track $682,852 was expended, and on the buildings, fixtures and grounds, $265,442.

Details of these expenditures will be found in the statements of the Comptroller, Part III, of the appendices.

The gross earnings of the year, $10,593,785.84, were derived as follows:—

The passenger earnings amounted to $3,017,304.63; the freight earnings were $7,008,300.49; the mail and express earnings were $428,985.64, and the miscellaneous earnings amounted to $139,195.08. The revenue derived from transportation was 98·36 per cent of the gross.

The gross earnings per mile of railway (1,468·15 miles), were $7,215.74; per engine mile, $1.13; per train mile, $1.43; and per car mile 10·19 cents.

The total engine mileage was 9,415,487; the total train mileage, 7,400,975; and the total car mileage, 104,002,011.

The expenses per mile of railway were as follows: Maintenance of way and structures, $1,234.49; maintenance of equipment, $1,826.48; traffic expenses, $148.45; transportation expenses, $3,834.85; and general expenses, $169.59.

The expenses per train mile were: Maintenance of way and structures, 24·49 cents; maintenance of equipment, 36·23 cents; traffic expenses, 2·94 cents; transportation expenses, 76·07 cents; and general expenses, 3·36 cents.

The ratio of expenses to gross earnings was as follows: Maintenance of way and structures, 17·11 per cent; maintenance of equipment, 25·31 per cent; traffic expenses, 2·06 per cent; transportation expenses, 53·15 per cent; and general expenses 2·35 per cent.

Comparing the twelve months ended March 31, 1911, with the corresponding period ended on March 31, 1912, the gross earnings last year showed an increase of $730,002.44. The passenger traffic produced an increase of $117,884.81; the freight traffic an increase of $663,704.83; and the mails, express and miscellaneous, a decrease

of $51,587.20. The increase per mile of railway was $439.44; and per train mile one cent.

GENERAL NOTES *re* INTERCOLONIAL RAILWAY.

The number of passengers carried was 3,416,553, an increase, compared with the previous year, of 183,658. There was an increase of 158,487 in the number of local passengers, and of 25,171 in the number of through passengers.

Of revenue producing freight 4,536,599 tons were carried, an increase, compared with the previous year of 435,199 tons. The local freight was increased by 367,052 tons, and the through freight by 68,147 tons. In addition, supplies were carried for the railway, such as ties, rails, station supplies, &c., to the extent of 153,056 tons, making the total freight carried 4,689,655 tons.

Details as to the principal items will be found in the statements of the Comptroller, Appendix III, and are classified as follows: Products of agriculture, 543,515 tons; of animals, poultry, fish and their products, 81,324 tons; products of mines, 1,479,734 tons; products of forests, 1,011,416 tons; manufactures, 778,614 tons; miscellaneous, 641,996 tons.

The rolling stock equipment will be found described specifically in the report of the mechanical accountant, Appendix Part III. Amongst the purchases were four switching locomotives, bought from capital, and, from revenue, eight passenger locomotives. These eight replaced seventeen small type locomotives, and have a tractive force of 219,950 lbs., an increase of 6,444 lbs. over that of the seventeen. The total number of locomotives is reduced from 397 to 392, but the tractive force is largely increased.

The value of stores on hand at the close of the year was $1,379,710.59, comprising fuel, $190,007.97; roadway and bridge material, $620,978.91; and miscellaneous, $568,723.71.

The following comparative statistics dealing with traffic will be of interest:—

In 1910-11, the average tons of freight carried per train, producing revenue, was 260·21, and the number of passengers 61·41; in 1911-12, the average freight tonnage was 256·69, and passengers 62·36.

In 1910-11, the average tons per loaded car, producing revenue, was 17·23, and the number of passengers, 9·68; in 1911-12, the number of tons was 17·21, and of passengers, 9·46.

The number of tons per train, all freight, in 1910-11, was 265·28, and in 1911-12, 260·66.

The number of tons per car, all freight, in 1910-11, was 17·57, and in 1911-12, 17·47.

The average distance each ton of freight was carried in 1910-11 was 274·47 miles, and in 1911-12 the average distance was 266·23 miles. The average distances passengers were carried in those years were 50·40 miles and 49·20 miles, respectively.

The average number of loaded cars per train in 1910-11 was 15·10 cars of freight and 6·34 cars of passengers; in 1911-12 the number of freight cars per train was 14·92, and of passengers, 6·59.

The average number of empty cars per train in 1910-11 was 2·63, and in 1911-12, 2·48.

In 1910-11 the average of train miles per mile of road was, for freight, 2,971·98, and for passengers, 1,816·56; in 1911-12 these figures were, respectively, 3,204·83 and 1,836.19.

In 1910-11 the average per mile of road of revenue producing freight carried one mile was 773,350·73 tons, and passengers, 111,553·91; in 1911-12 the figures were freight, 822,661·67 tons, and passengers, 114,504·66.

The number of tons, all freight, per mile of road carried one mile in 1910-11 was 788,413·82, and in 1911-12, 835,387·31.

The train mileage in 1910-11 was : passenger, 2,644,241 miles; freight, 4,326,105 miles; in 1911-12, passenger, 2,695,802 miles; freight, 4,705,173 miles.

The loaded car mileage in 1910-11, was 65,317,976 miles, and in 1911-12, 70,193,-524 miles.

The empty car mileage in 1910-11, was 11,367,591 miles, and in 1911-12, 11,667,392 miles.

The caboose car mileage in 1910-11, was 4,048,224 miles, and in 1911-12, 4,379,112 miles.

The steam motor car mileage (passenger) was 5,691 miles in 1910-11. There was no motor car mileage in 1911-12.

The total car mileage of 1910-11 was: Passenger, 16,772,561 miles, and freight, 80,733,791 miles; in 1911-12 the figures were, passenger, 17,761,983, and freight, 86,240,028.

The total freight moved in 1910-11, was: 4,280,954 tons; of this quantity 4,101,-400 tons were revenue producing. In 1911-12, the total freight moved was 4,689,655 tons, of which 4,536,599 tons were revenue producing.

Repairs to passenger cars cost, per car, in 1910-11, $615.06, or percar mile, 1·67 cents; and in 1911-12, $642.63, or per car mile, 1·66 cents.

Repairs to freight cars cost, per car, in 1910-11, $45.26, or per car mile, ·70 of a cent; and in 1911-12, $51.22, or per car mile, ·74 of a cent.

Repairs to locomotives cost, per locomotive, in 1910-11, $1,585.65, or per locomotive mile, 7·40 cents; and in 1911-12, $1,799.20, or per locomotive mile, 7·56 cents.

WINDSOR BRANCH.

The road is 32 miles in length. It extends from Windsor Junction on the Intercolonial railway, to Windsor.

The railway is operated by the Dominion Atlantic Railway Company, formerly the Windsor and Annapolis Railway Company. The company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them, the government taking the remaining one-third, and assuming all cost of maintenance of the road and works. This arrangement is carried out under an agreement dated December 13, 1892, which extends for a further term of twenty-one years, arrangements similar to those made in 1871.

All charges for superintendence and supervision of maintenance of work are borne by the government; the duty of supervision is performed by the chief officers of the Intercolonial railway.

The gross government receipts for the twelve months of the fiscal year ended on March 31, 1912, amounted to $73,176.60. The cost of maintenance aggregated $33,-854.05, leaving a profit of $39,322.55. The government share of the receipts showed an increase of $24,985.17 compared with the previous year, which, however, produced $12,462.55 less than the year before it.

PRINCE EDWARD ISLAND RAILWAY.

This is a narrow gauge railway, 3 feet 6 inches. It extends from Tignish to Georgetown, 158·60 miles, and from Charlottetown to Murray Harbour, 52·30 miles, with branches to Souris and Cape Traverse. The length of the road operated was the same as in the previous year, 267·5 miles.

There was an addition of $128,041.91 to the capital account expenditure during the past year ended March 31, 1912, making the total capital expenditure up to that date $8,687,727.38. The added expenditure included $9,217 for increased accommodation at Summerside, $89,413.36 for the branch line from Harmony to Elmira, a distance of 9·9 miles, and for rolling stock, $19,823.11.

REVENUE ACCOUNT.

The gross earnings of the year amounted to $367,203.39, and the working expenses to $449,962.91, making an excess of expenditure over earnings of $82,759.52. Compared with the previous year, there was an increase of $29,783.84 in the gross earnings, and an increase of $25,858.91 in the working expenses.

The expenditure on revenue account (working expenses) is classified, as on the Intercolonial railway, under five heads, with their several sub-heads. It comprises 'Maintenance of way and structures,' $115,416.03; 'maintenance of equipment,' $88,-598.64; 'traffic expenses' $1,107.33; 'transportation expenses,' $229,647.01; 'general expenses', $15,193.90.

The number of passengers carried was 388,076, an increase compared with the previous year of 31,315, producing $153,284.42, an increase of $10,781.01. Of freight, 120,218 tons were carried, an increase of 11,955 tons, producing $176,861.68, an increase of $18,020.07. The earnings for mails and sundries amounted to $37,057.29, an increase of $982.76 compared with the previous year.

The freight carried was—agricultural products, 37,172 tons; animals, poultry and fish and their products, 13,837 tons; products of mines, 15,978 tons; forest products (lumber), 13,111 tons; manufactures, 8,534 tons; miscellaneous commodities, 31,587 tons.

The engine mileage aggregated 433,311 miles, the train mileage 353,116 miles, and the car mileage 2,272,881 miles.

The gross earnings per mile of railway amounted to $1,375.26; per engine mile, 84·74 cents; per train mile, 103·99 cents; and per car mile to 16·16 cents.

The working expenses per mile of railway amounted to $1,685.25, per train mile to 127·43 cents, and per engine mile to 103·84 cents.

The value of stores on hand on March 31, 1912, was $34,925,53, including fuel, $14,215.40, and roadway and bridge material, $14,407.63.

The road and its structures have been efficiently maintained.

Full details will be found in the report of the superintendent and other officials in the appendices hereto, Part III.

GOVERNMENT RAILWAYS PROVIDENT FUND.

The Act of 1907, chap. 22, establishing a fund to be known as 'The Intercolonial and Prince Edward Island Railway Employees' Provident Fund' came into effect on April 1, 1907. The main feature is that a contribution of 1½ per cent of each month's salary and wages is made by each employee to the fund, to which a like amount is added by the railway to the limit of $100,000 a year. Interest at 3 per cent per annum is allowed on the employee's contribution. On retirement, after a certain length of service, the employee will receive for the rest of his life a monthly allowance for each year of his service, equal to 1½ per cent of his average monthly salary or wages for the preceding eight years; the minimum allowance to be $20 a month, and the maximum two-thirds of his said average monthly pay. The fund is administered by a board of five persons, three of whom are officers of the railway, the remaining two being elected annually by the contributing employees. The Act was amended by the Act of 1908, chap. 37, and again by the Act of 1909, chap. 20. Under this last, the Government Railways Managing Board nominates one of its members as chairman of the Provident board.

The fifth annual report of the board, which is printed in the appendices hereto, shows that at the beginning of the fiscal year, April 1, 1911, there was a balance to the credit of the fund of $273,480.01, and that during the past fiscal year the contributions of the railway employees amounted to $81,119.81; adding to this a like contribution from the government railways and the sum of $1,482.08 for refunds, &c., together with interest accrued, $7,280.37, the total of the fund for the year aggregated $444,482.08. The total expenditure during the year was $135,247.37, of which $125,-131.32 was paid out in retiring allowances, and for refunds of 90 per cent of the contributions in cases of death a total of $2.390.20, leaving at the credit of the fund on March 31, 1912, the sum of $309,234.71.

In the course of the year 29 employees were retired and pensioned, and 23 pensioners died.

During the five years that the system has been in operation, the total contributions by employees amount to $380,380.08,and a like sum being added by the railways, the total of the fund is $760,760.16. During this period, 478 employees have been pensioned, of whom 91 have died, leaving 387 in enjoyment of their allowances at the close of the fiscal year 1912. The total paid for retiring allowances is $447,754.53.

HUDSON BAY RAILWAY.

In the annual report for the year 1909-10, the information obtained from a general progress report made under date September 8, 1909, by Mr. John Armstrong, the Chief

Engineer of the railway from The Pas to Hudson Bay, was summarized, his report being printed in the appendices. It dealt with two alternative objective points on the bay, namely, Fort Churchill and Port Nelson.

Since that date much further work has been done in the revision of locations, and under date January 9 and April 19, 1912, Mr. Armstrong has furnished reports showing the progress made up to the end of the fiscal year in establishing practicable routes to either of the two ports mentioned. These reports are printed in the appendices.

From The Pas, for a distance of 250 miles, the route would be common to both, and the revision of the location was completed up to that point, which is a short distance from the Manitou rapids on the Nelson river. Here, approximately, the respective routes to Port Nelson and Fort Churchill diverge. The distance from The Pas on the route as at present located would be 498 miles to Fort Churchill via the east side of Split lake, and 418 miles to Port Nelson. Comparing the two routes, Mr. Armstrong states that the grades, curvatures and cost of construction per mile will, approximately, be the same over both.

Much remained to be considered at the close of the fiscal year before the selection of the Hudson Bay terminus could be decided on. The work of construction for the first 185 miles from The Pas to Thicket Portage was, however, placed under contract in August, 1911, and is in progress. The substructure for the bridge over the River Saskatchewan at The Pas, which had previously been put under contract, was completed in March, 1912, and the superstructure is contracted for. This bridge will consist of four fixed spans, and one swing span, with roadways, one on each side of it, for ordinary traffic.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3 Edward VII., chap. 58 (1903), amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished, and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members (increased to six by the Act of 1908, chap. 62), to be appointed by the Governor in Council; this Act was brought into force on February 1, 1904, by proclamation, on the authority of an order in council, dated January 18, 1904, which also appointed certain persons as commissioners. By the Act of 1908, chap. 61, the jurisdiction of the board was extended to cover the operation of telegraph and telephone lines, and by the Act of 1908, chap. 62, certain amendments were made to its constitution and otherwise. By the Act of 1909, chap. 31, the board was empowered to determine the maximum price to be charged for electricity developed through water powers leased from the Crown. An Act of 1910, chap. 50, amended certain provisions of the Railway Act regarding the powers of the board, and the Act of the same year, chap. 57, extended the jurisdiction of the board to cover the fixing by it of the tariffs of wireless telegraph and marine electric telegraphs or cables. The Act of 1911, chap. 22, gave powers to the board to require from railway companies the establishment of a staff of fire-rangers, modified the previous enactments regarding the disposal of electricity developed through government leased water powers, and amongst other

enactments, made provision for action, through the board, to ensure the efficient operation of subsidized railways. The office of the board is at Ottawa, though it is authorized to hold sessions in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

It is required to make, annually, a report of its proceedings, which report is laid before parliament. The report for the year ended March 31, 1912, has been received, and will be laid before parliament in due course.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement, dated July 29, 1903, ratified by the Dominion Act of that year, chap. 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chap. 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chap. 122, have undertaken certain obligations in respect of the construction and operation of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean. The railway is composed of two divisions, namely, the eastern division, between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and, in the province of Manitoba, to the city of Winnipeg, and the western division, between Winnipeg and the Pacific ocean. The eastern division is being constructed by the government under commissioners appointed by the Governor in Council, and on completion is to be leased to and maintained and operated by the company, who undertake to construct, at their own cost and to maintain and operate, the western division. The lease of the eastern division is to be for a period of fifty years, at a rental of three per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions are to be equipped by the company, the first equipment to be of a value not less than $20,000,000.

By way of assistance to the company in the construction of the western division, it is provided that the government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction; this amount is not to exceed $13,000 per mile in respect of the prairie section from Winnipeg to the eastern limit of the Rocky Mountains (such limit to be established by the Chief Engineer of the company and the Chief Engineer of the government, as the result of actual surveys). This limit has been established as the east bank of Wolf creek, a point 120 miles west from Edmonton.

By the Act of 1905, chapter 98, three deeds of trust by way of mortgage, set out in the said Act, were ratified and confirmed, namely, one dated June 10, 1905; between the Grand Trunk Pacific Railway Company, the Royal Trust Company, and His Majesty, to secure the issue of first mortgage bonds; the second dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of second mortgage bonds, and the third, also dated March 15, 1905, between the Grand Trunk Pacific Railway

Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of first mortgage bonds in respect of the branch line designated as the 'Lake Superior Branch.'

Payments from the proceeds of the bonds of the company for work done, &c., on the western division, are made from time to time on certificates given by the government Chief Engineer of this division, showing approved expenditures.

By the Act of 1909, chap. 19, authority was given for aiding in the completion of the construction of the 'prairie' section by a loan to the company of $10,000,000, to be secured, as collateral, subject to any prior lien, by a mortgage on the 'prairie' section of their road; such loan to bear interest at the rate of 4 per cent per annum, and to be repayable in ten years.

This loan, which is dealt with by the Finance Department was duly made; the mortgage deed being dated May 22, 1909.

The several government expenditures (on the eastern division) to be made under the above-mentioned Acts and agreements are to be so made from appropriations by parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly.

The Board of Commissioners are required to furnish annually a report to the Governor in Council, through the Minister of Railways and Canals, showing the receipts and expenditures of the year, and other information as to the railway, which report is to be submitted to parliament.

The headquarters of the board are in the city of Ottawa.

By an order in council of January 30, 1912, passed under authority of the Act of 1912, chap. 37, the time for the completion of the Prairie section has been extended to December 1, 1912, and of the Mountain section to May 1, 1914.

By the Act of 1912, chap. 39, the construction of the Eastern division, and its operation, until completed and leased to the Grand Trunk Pacific Railway Company, was placed under the charge and control of one commissioner (in place of four) to be appointed by the Governor in Council, and to hold office during pleasure. By an order in council, dated April 4, 1912, Mr. R. W. Leonard, C.E., the Chairman of the Commission as then existing, was appointed as such commissioner.

The report of the board for the fiscal year ended March 31, 1912, has been prepared, and will be laid before parliament in due course.

The following summary shows the position at the close of the year.

EASTERN DIVISION.

(Moncton to Winnipeg.)

The entire line from Moncton to Winnipeg, 1,804·73 miles, is under contract, being covered by 21 general contracts.

Of this distance, 1,609·94 miles are graded. The track is laid for a distance of 1,427·02 miles of main line, with 275·51 miles of sidings; total 1,702·53 miles. 1,056·31 miles of telegraph have been built. The total percentage of work done is 77·51 per cent under the general contracts, and 79·59 per cent of the bridge superstructures.

The work is divided into six districts; the first being westward from Moncton.

District 'A,' 256·61 miles.—256·25 miles are graded, and the main track is laid for 256·25 miles; also 50·54 miles of sidings; 99·60 per cent of the steel bridges is completed; 253 miles of telegraph have been built. The expenditure for construction during the year was $1,776,024.33. 97·62 per cent of the work has been done.

District 'B,' 578·19 miles.—470·68 miles are graded, and the main track is laid or 457·27 miles; also 48·39 miles of sidings; 94·46 per cent of the steel bridges is completed; 283·5 miles of telegraph have been built. This district extends east and west of the Quebec bridge. The expenditure during the year on construction was $5,589,756.77, and on transport, $16,614.23; 74·74 per cent of the work has been done.

District 'C,' 121·94 miles.—81·60 miles have been graded. 79·52 miles of main track and 11·87 miles of sidings have been laid; 29·76 per cent of the steel bridges is completed; 78 miles of telegraph have been built. The expenditure during the year on construction was $1,339,684.63, and on transport $9,351.82. 41·68 per cent of the work has been done.

District 'D,' 276·11 miles.—271·45 miles have been graded, and 266·43 miles of main track laid; also 52·93 miles of sidings; 95·46 per cent of the steel bridges is completed; 164 miles of telegraph have been built. The expenditure during the year on construction was $4,489,277.45, and on transport, $20,879.89. 70·49 per cent of the work has been done.

District 'E,' 195·19 miles.—158·10 miles have been graded; no track laying has been done. The expenditure during the year on construction was $2,810,468.96, and on transport, $12,599.20; 47·17 per cent of the work has been done.

District 'F,' 376·69 miles.—This brings the road into the city of Winnipeg, on the west side of Water street, the Red river being crossed between St. Boniface and Winnipeg. The double track bridge substructure over the Red river is completed, and the steel superstructure is nearly completed. Out of the total mileage of this district, 371·85 miles have been graded, and 367·54 miles of main track have been laid; also 111·77 miles of sidings; 88·62 per cent of the steel bridges is completed; 277·5 miles of telegraph have been built. The expenditure during the past year on this district amounted, for construction, to $4,802,750.26, and for transport to $7,443.44; 92·55 per cent of the work has been done.

The total expenditure by the Commissioners during the fiscal year ended March 31, 1912, on the entire eastern division amounted to $21,110,993.90, making their total expenditure from the date of their organization in September, 1904, to that date, $116,517,691.51.

Detail summaries of this expenditure are furnished by the Chief Accountant of the Commission. They show that this total is made up as follows: Headquarters, $1,747,988.17; location, $2,943,328.85; construction, $110,609,160.84, and transport, $1,217,213.65.

In the above résumé, it must be understood that the figures showing the work done apply to work executed under the 'general specifications.'

The statement of the Accountant of the department (Part I, of the appendices hereto) shows the expenditure on the eastern division for the year ended March 31,

1912, to be $21,110,683.05, and the total expenditure on this division up to that date $116,533,768.53, the expenditures yearly being as follows:—

1904	$ 6,249 40
1905	778,491 28
1906	1,841,269 95
1907	5,537,867 50
1908	18,910,449 41
1909	24,892,422 68
1910	19,968,126 86
1911	23,488,208 40
1912	21,110,683 05
Total	$116,533,768 53

WESTERN DIVISION.

The Western division extends from the western boundary of the Winnipeg terminals on the east bank of the River Assiniboine, in the city of Winnipeg, to the newly founded city of Prince Rupert, on the Pacific coast, a distance of 1,745 miles.

It is divided into two sections, namely, the 'Prairie Section,' extending from Winnipeg to the east bank of Wolf Creek—a point 120 miles west of Edmonton, the capital of the province of Alberta—a distance of 915 miles, and the 'Mountain Section,' which extends from the east bank of Wolf Creek to Prince Rupert, a distance of 830 miles.

This division is in course of construction by the Grand Trunk Pacific Railway Company, under the government guarantee agreements above mentioned, and the Government Chief Engineer of the Division, on whose certificates payments are made to the company, is Mr. Collingwood Schreiber, C.M.G., whose report, showing the position of the work at the close of the fiscal year, March 31, 1912, will be found printed in the appendices hereto, Part IV.

Of this, the following is a brief summary:—

'PRAIRIE SECTION.'

Though not yet fully completed, the whole road from Winnipeg to Wolf Creek is in a safe condition for public traffic, and has been regularly operated during the year. Very little work has been done on it beyond some ballasting, and the erection of 58 way stations.

On this section the maximum grade against eastbound traffic is 4/10 of one per cent, and against westbound traffic 5/10 of one per cent.

On this section there are 142 stations, 114 way station houses, 5 divisional station houses, 132 grain elevators, and 44 stock yards, besides numerous other buildings directly connected with the operation of the road.

The total expenditure on this section up to March 31, 1912, aggregates $34,507,334.29.

'MOUNTAIN SECTION.'

On this section, the track is laid for a distance of 158 miles from Wolf Creek westerly to the first crossing of the River Fraser. From this point to the 180th mile —at Tete Jaune Cache—a large number of men have been employed in the endeavour to complete it so that the track may be laid by June, 1912. From the 180th to the 620th mile, the work of grading is only begun. From the 620th to the 645th mile about 30 per cent of the grading is done. From the 645th to the 668th mile, at the crossing of the River Skeena, the grading is practically completed. From the 668th mile to the 732nd mile, the track is laid, and the road is open for public traffic. The bridge over the Skeena, an important work, involving the building of five piers and two concrete abutments, is not completed. From the 732nd mile to Prince Rupert, the track is laid, and the road is open for public traffic.

The Chief Engineer observes that the progress of work has been greatly hindered by the unsettled state of the labour market.

The total expenditure on this section, up to March 31, 1912, was $33,689,315.76.

The total expenditure on the two sections, up to that date was $68,196,650.05.

SUBSIDIZED RAILWAYS.

Information as to subsidized railways is given in the statements of the accountant and the law clerk of the department, respectively, which will be found in the appendices hereto. The accountant's statements show all payments made, year by year, since the beginning of the system of railway subsidies; the law clerk's statement shows the several subsidy agreements entered into during the past year, with certain details of the specification in each case.

The total payments made on subsidy account during the year ended March 31, 1912, amounted to $859,400.25.

QUEBEC BRIDGE.

On August 29, 1907, the cantilever bridge in course of construction by the Quebec Bridge and Railway Company, (originally commenced under a subsidy of $1,000,000 authorized by the Act of 1899, chapter 7, and a subsidy agreement, dated November 12, 1900) suddenly collapsed.

Under the terms of an agreement with the company, dated October 19, 1903, ratified by the Act of 1903, chapter 54, the government had undertaken to guarantee the principal and interest of the bonds or other securities of the company to the limit of $6,678,200, the company releasing claim to the balance remaining unpaid of the said subsidy, such guarantee to be secured by mortgage on the company's franchises, tolls and property. On February 1, 1904, a mortgage trust deed was executed, conveying to the Royal Trust Company (Montreal) as trustees, all the property and franchises of the company, and providing for the issue of bonds accordingly.

It was provided in this agreement that the government should have the right at any time, on one month's notice, to take over the company's undertaking, assets, property and franchises on paying the shareholders the amount of their stock at par, not

exceeding $265,585.70, with simple interest at 5 per cent and a premium of 10 per cent on the par value of the paid up shares.

Of the said subsidy of $1,000,000, there had been paid to the company a total of $374,353.33 prior to the execution of above agreement; and, subsequent to its execution, payments were made from the proceeds of their bonds to the extent of $5,016,453.66, on certificates of the government engineer covering work done and materials delivered.*

After the collapse of the bridge, the right of the government to take over the company's undertaking was exercised under the authority of an order in council of August 17, 1908. The date of assumption was December 1, 1908. The total of the amounts paid by the government to the several shareholders for their shares was $355,279.07, payment being made to the parties concerned in November, 1908. The deed of assignment and transfer from the company to the government was dated October 18, 1909.

Under authority of an order in council of August 17, 1908, a board of three engineers was constituted for preparation of a new design and specifications, and for the reconstruction of the bridge, with powers to call in expert engineers as advisers on points of difference that might arise.

Towards the close of the year, 1909, such progress had been made that newspaper notice was given in November of that year, inviting contractors to visit the office of the board in order to obtain information to enable them to prepare offers for the superstructure, on the board's plans and specifications; intending contractors being, however, invited to submit alternative designs.

In June, 1910, the formal call for tenders was made by newspaper advertisement. In response, 35 different propositions were submitted, which were duly considered by the board, who, finally, after calling in advisory engineers, recommend the acceptance of an alternative design sent in by the St. Lawrence Bridge Company (with whom are associated the Dominion Bridge Company and the Canadian Bridge Company). This design the board considered to possess certain features of strength, simplification of erection, economical distribution of material, and general appearance which, in their opinion, would produce a bridge that 'would compare most favourably with the highest type of long span bridges in existence.' By an order in council of March 31, 1911, authority was given for entrance into contract with the conjoined companies named, and such contract was executed under date April 4, 1911. The contract price is 9·02 cents a ton, and will aggregate about $8,650,000, a saving of about $2,600,000, having been effected by the elimination of the highways for vehicular traffic contemplated in the original design; the contract date for completion is December 31, 1915.

The bridge when constructed will have a total length of 3,228 feet, or about three-fifths of a mile. The centre span will be 1,800 feet long; the length of the suspended portion of it will be 640 feet. This span will, for a length of 760 feet over the channel of the river, have a height of 150 feet between its lower members and the high water level of the river. The two cantilever arms will each be 580 feet long.

* The history of the government's connection with the bridge prior to its collapse is given in the Departmental Annual Report of 1907-8, p. XLVII.

The width of the bridge between trusses will be 88 feet. The bridge will comprise a double track railway, and two sidewalks for foot passengers.

Under date of January 10, 1910, a contract for the substructure was entered into with Messrs. M. P. and J. T. Davis, whose tender was the lowest of three obtained after newspaper advertisement calling for tenders; and supplementary agreements (necessitated by changes in the caisson design and in the location of the north anchor pier, were made with them on May 23, 1910, and September 2, 1911.

The Board of Engineers for reconstruction, as originally constituted, has been modified by retirements and is at present composed, as follows:—Charles N. Monsarrat, M. Can. Soc. C.E., chairman and chief engineer; Ralph Modjeski, Am. Soc. C.E., and C. C. Schneider, Can. Soc. C.E., and past president Am. Soc. C.E.

The headquarters of the board are in Montreal.

The report of the board for the year ended on March 31, 1912, will be found printed in the appendices hereto, Part V. It shows that the work of removing, under contract, the debris of the fallen structure has been completed, and the steel has been removed entirely from the bridge site.

The unused steel material provided for the original structure has been disposed of by contract which covers its removal. The work done on the north pier comprised the sinking of caissons to a depth of 81 feet below extreme low water, the concrete foundations and the laying thereon of two courses of granite masonry. On the south main pier all the old masonry was demolished and the caisson placed in position for sinking.

The contractors for the superstructure have been engaged in preparing details of construction and erection, and in building new manufacturing shops. They have also, under the supervision of the board, made tests of typical members for the carrying out of the bridge design.

The expenditure for the past fiscal year up to March 31, 1912, was $603,293.07, and that for the year 1910-11 was $227,563.40, the expenditures of both years being paid out of capital; adding to which, the expenditure from income, namely, for the year 1908-9, $422,867.12 (in which is included the amount $355,279.07, paid for acquiring the stock of the Quebec Bridge and Railway Company, and $31,765.44, the expenses of the commission of inquiry into the causes of the collapse of the old structure), and for the year 1909-10, $111,782.02, for the preparation of plans, &c., the total government expenditure amounts to $1,365,511.61, against which there is to be credited the sum of $100,000 paid in 1910 to the government by the Phœnix Bridge Company, the contractors for the original superstructure, in the final adjustment of claims arising out of the collapse, leaving the net cost to the government up to March 31, 1912, $1,265,511.61. This is irrespective of the amount of subsidy, $374,353.33 paid to the Quebec Bridge Company as above mentioned.

CANALS.

The total expenditure on the Dominion canals for the twelve months ended March 31, 1912, was $4,254,609.24, comprising $2,560,938.11 charged to capital; $442,012.43 charged to income; $676,790.43 for staff and $574,868.27 for repairs; the last two items being charged to revenue.

The balance of rentals due on April 1, 1911, was $140,660.97. The rentals accrued during the year amounted to $240,998.90, making a total of $381,659.87. Of this amount, there was collected during the year a total, after deducting abatements, $5,360.66, of $201,986.77. The balance remaining due on March 31, 1912, was $174,312.44. It should be observed that, as a general rule, rentals are payable in advance, this fact accounting, to a considerable extent, for the large amount of rentals due at the end of each year.

The total revenue collected amounted to $264,114.48, the balance being made up of wharfage dues, fines, &c., and a total of $46,590.72 derived from the operation of the Port Colborne grain elevator on the Welland canal. Of this amount, refunds were made to the extent of $397.73, leaving the net revenue $263,716.75.

No tolls are charged on any of the Dominion canals.

Summaries of these expenditures and receipts will be found in the statements furnished by the Accountant of the department, printed in the appendices, Part I, of the present report.

The above figures relate to the fiscal year 1911-12, but very voluminous statistics relating to canal traffic, and various commercial statistics for the season of navigation of the year 1911, will be found in the 'Canal Statistics,' which are issued as a separate report.

The principal facts of these statistics, summarized, are as follows:—

The total traffic through the several canals of the Dominion for the season of 1911 amounted to 38,030,353 tons, a decrease of 4,960,255 tons compared with the previous year. 304,904 passengers were carried, a decrease of 25,670.

The following features of the principal canal traffic during the season of 1911 will be of interest:—

On the Welland canal, 2,537,629 tons of freight were moved, an increase of 211,339 tons. Of the total, 1,089,605 tons were agricultural products and 250,423 tons produce of the forest; of coal, 619,682 tons were carried; 2,509,731 tons were through freight, of which 1,682,531 tons passed eastward.

Of the through freight, Canadian vessels carried 1,604,322 tons, an increase of 100,846 tons, and United States vessels 905,409 tons, an increase of 127,366 tons.

The total through freight passed eastward and westward through this canal to United States ports was 485,355 tons, a decrease of 144 tons compared with the year 1910.

The quantity of grain passed down the Welland and St. Lawrence canals to Montreal was 836,924 tons, an increase of 47,263 tons as compared with the previous year; no trans-shipments have been made at Ogdensburg since 1903.

On the St. Lawrence canals, 3,105,708 tons were moved, an increase of 344,956 tons, of which 2,146,748 tons were eastbound freight, and 958,960 tons westbound freight; 1,003,090 tons were agricultural products, 977,246 tons coal, and 551,155 tons forest products.

On the Ottawa river canals, the total quantity of freight moved was 320,071 tons, a decrease of 65,190 tons, of which 202,797 tons were produce of the forest.

On the Chambly canal, 599,829 tons were moved, a decrease of 69,470 tons, of which 396,704 tons were produce of the forest, and 118,697 tons of coal.

On the Rideau canal, 172,227 tons were carried, an increase of 37,246 tons; 34,350 tons being produce of the forest, and 13,897 tons of coal.

On the St. Peter's canal, 75,298 tons were carried, a decrease of 10,653 tons; 57,524 tons were coal.

On the Murray canal, 163,457 tons passed, a decrease of 14,484 tons.

On the Trent canal, 57,290 tons were moved, an increase of 11,027 tons, of which 31,342 tons were produce of the forest.

On the St. Andrew's lock on the Red river, Manitoba, the volume of business was 47,135 tons.*

On the Sault Ste. Marie canal the total movement of freight was 30,951,709 tons, being a decrease of 5,443,978 tons. There were 6,802 passages of vessels, the number of lockages being 5,229. Of wheat 80,038,100 bushels, and of other grain 25,104,883 bushels were carried; 2,518,000 barrels of flour; 22,669,789 tons of iron ore; 4,106,953 tons of coal; and 24,729,272 feet, board measure, lumber.

GENERAL OBSERVATIONS.

In view of the report made by the Chief Engineer of the Department on the works under his charge, which, together with the reports of the several officers concerned, will be found in the appendices, it is unnecessary for me, to further summarize its contents. I may, however, state that the surveys for the proposed enlarged Welland canal, which is the most important work the Department has, at present, in contemplation, were completed during the past fiscal year, and the project is in a condition to admit of its consideration by the Department and the Government.

RAILWAY STATISTICS.

The digest of the sworn statements of railway companies relating to their operations in Canada for the twelve months ended June 30, 1912, is prepared by the Departmental Controller of Statistics, and is issued as a separate report.

CANAL STATISTICS.

The traffic statistics of the Dominion canals for the season of navigation of 1912 are compiled under the direction of the same officer, and are also issued as a separate report.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,

Deputy Minister.

* This work, which consists of a lock and dam on the Red river about 15 miles north of Winnipeg, was built and is operated by the Department of Public Works. It affords communication between Winnipeg and Lake Winnipeg. It is only mentioned here for statistical purposes.

APPENDICES

PART I

STATEMENTS

OF THE

ACCOUNTANT OF THE DEPARTMENT

SHOWING

EXPENDITURE ON RAILWAYS AND ON CANALS

(Including Subsidized Railways)

AND RECEIPTS

FOR THE YEAR 1911-12

AND PREVIOUS YEARS

STATEMENT showing the amount expended by the Department of Railways and Canals, Dominion of Canada, during the Fiscal Year ended March 31, 1912.

CANALS.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue.		Total Expenditure during year.
			Staff.	Repairs.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Carillon } Grenville }	... .	... .	25,496 59	11,531 20	37,027 79
Chambly	15,469 29	26,838 40	34,796 66	29,508 01	106,612 36
Cornwall	8,037 07	60,352 90	83,784 79	59,338 24	211,513 00
Lachine	312,868 94	56,174 60	87,989 26	111,254 82	568,287 62
Murray	.....	14,390 45	4,213 21	3,344 46	21,948 12
Rideau	.....	4,358 40	54,156 89	85,912 96	144,428 25
Sault Ste. Marie	18,227 10	29,706 21	27,054 50	28,798 51	103,786 32
Soulanges	286,787 88	14,375 47	36,871 50	38,554 54	376,589 39
Ste. Anne's Lock	.....	.....	2,770 51	2,738 40	5,508 91
St. Ours Lock	4,306 28	3,993 58	3,584 10	2,259 46	14,148 42
St. Peters	.....	5,208 18	4,768 20	361 49	10,337 87
Trent	1,746,095 48	97,254 20	44,811 08	50,175 72	1,938,336 48
Welland	159,946 87	28,238 13	149,848 27	105,056 89	443,090 16
Williamsburg	3,200 00	2,030 51	25,753 98	26,875 25	57,859 74
" Rapide Plat	.....	41,934 70	.....	.....	41,934 70
Total	2,554,938 91	384,860 73	585,899 54	555,709 95	4,081,409 13
GENERAL ON CANALS.					
Dredge Vessels—Lachine	.....	.....	.....	4,182,91	4,182 91
" Rideau	.....	.....	.....	12.785 37	12,785 37
Miscellaneous	.....	... .	2,564 90	895 19	3,460 09
C. S. Gratuities to deceased employees (Statutory)	.....	2,206 82	.....	.....	2,206 82
Statistical Officers	.....	.....	36,573 86	.....	36,573 86
Sunday Labour	.....	.....	31,435 55	.....	31,435 55
Survey and Inspections	.....	11,688 60	.....	.....	11,688 60
Quebec Canals: Maintenance (Staff)	.....	.....	20,316 58	.....	20,316 58
Quebec Canals: Purchase of Tug	5,999 20	.....	.....	.....	5,999 20
Quebec Canals: Repairs	.....	.....	.....	1,294 85	1,294 85
Quebec Canals: Dredging	.....	17,374 16	.....	.....	17,374 16
Quebec Canals: Protection walls, Lake St. Francis	.....	7,993 71	.....	.....	7,993 71
Quebec Canals: Macadamizing road Hungry Bay Dyke	.....	17,888 41	.....	.....	17,888 41
Total	5,999 20	57,151 70	90,890 89	19,158 32	173,200 11
Totals	2,560,938 11	442,012 43	676,790 43	574,868 27	4,254,609 24

Grand Total on Canals, $4,254,609.24.

STATEMENT showing the amount expended by the Department of Railways and Canals, &c.—*Concluded.*

RAILWAYS.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue. Working Expenses.	
RAILWAYS.	$ cts.	$ cts.	$ cts.	$ cts.
Intercolonial	1,710,448 56		10,591,035 84	
National-Transcontinental	21,110,683 05			
Prince Edward Island	128,041 91		449,962 91	
Windsor Branch			33,854 05	
Total	22,949,173 52		11,074,852 80	
GENERAL ON RAILWAYS.				
Quebec Bridge	603,293 07			
Hudson Bay Railway	159,632 00			
Railway Subsidies		859,400 25		
Railway Commission, maintenance, etc.		133,997 17		
Railway Commission Statutory		47,000 00		
Surveys and Inspections		40,470 52		
Governor General's car		13,000 00		
Railway Grade Crossing Fund		7,643 14		
Exchequer Court Awards		8,462 29		
Contribution to McGill University		2,500 00		
Contribution to Polytechnic School, Montreal		2,500 00		
Government Director Grand Trunk Pac. Ry.		2,000 00		
Railway Congress, Brussels		97 33		
Compassionate allowance to the widow of the late John Morton			1,000 00	
Compassionate allowance to the heirs of the late Theodore Raymond			1,000 00	
Compassionate allowance to the mother of the late J. E. McNeill			750 00	
Allowance to John Gunnip			500 00	
Allowance to the father of the late Alex. Seymour			350 00	
Allowance to the father of the late Albert Smith			350 00	
Total	762,925 07	1,117,070 70	3,950 00	
Total on railways	23,712,098 59	1,117,070 70	11,078,802 80	
Grand total on railways, $35,907,972.09				
MISCELLANEOUS EXPENDITURE.				
Cost of litigation		1,810 60		
Unforeseen expenses		1,111 46		
Total		2,922 06		
Grand totals railways and canals, including miscellaneous expenditure	26,273,036 70	1,562,005 19	12,330,461 50	

Total amount of expenditure, $40,165,503.39.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, Ordinary Repairs and Working Staff up to March 31, 1912.

BAIE VERTE CANAL.

	Year ending.	Capital.	Income.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		17,929 34
" " "	1872		6,399 41
" " "	1873		14,943 83
" " "	1874		4,018 90
" " "	1875		443 00
" " "	1876		110 75
" " "	1877		22 30
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		520 00
" " "	1882		
" " "	1883		
" " "	1884		
" " "	1885		
" " "	1886		
" " "	1887		
" " "	1888		
" " "	1889		
" " "	1890		
" " "	1891		
" " "	1892		
" " "	1893		
" " "	1894		
" " "	1895		
" " "	1896		
" " "	1897		
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
" " "	1909		
" " "	1910		
" " "	1911		
" " "	1912		
Total			44,387 53

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

BEAUHARNOIS CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	...	1,611,424 11	....	.....	.....
" since " "	1868	....	63,193 75	9,349 99	6,216 98
" " " "	1869	....	55 00	9,626 99	6,498 57
" " " "	1870	....	27 50	10,117 57	6,384 81
" " " "	1871	.....	.....	12,316 53	5,722 36
" " " "	1872	.....	27 50	11,792 46	15,733 38
" " " "	1873	....	5,122 50	12,210 73	9,882 06
" " " "	1874	.....	26 00	15,392 51	10,990 56
" " " "	1875	.....	36 00	14,399 32	12,253 01
" " " "	1876	.....	.....	14,465 86	17,170 83
" " " "	1877	.....	....	14,377 63	15,207 36
" " " "	1878	.....	.....	14,383 37	9,861 05
" " " "	1879	....	.....	15,015 86	10,370 71
" " " "	1880	266 15	.....	15,362 61	8,997 34
" " " "	1881	....	.....	17,659 93	10,770 67
" " " "	1882	....	.....	18,804 53	20,813 86
" " " "	1883	....	6,727 44	18,287 77	15,826 71
" " " "	1884	.....	3,277 98	19,107 38	16,232 61
" " " "	1885	....	7,999 79	18,960 40	14,637 70
" " " "	1886	.....	8,491 80	19,228 90	14,356 00
" " " "	1887	....	3,633 57	18,867 45	14,999 88
" " " "	1888	.....	14,411 97	19,325 05	14,285 98
" " " "	1889	.....	10,993 52	20,019 11	14,982 54
" " " "	1890	....	....	19,847 42	14,999 20
" " " "	1891	.....	17,085 68	18,886 86	12,537 39
" " " "	1892	.....	1,696 23	20,050 01	14,999 80
" " " "	1893	.....	....	20,348 34	14,107 11
" " " "	1894	.....	6,547 72	20,574 53	13,903 46
" " " "	1895	.....	27,982 93	20,128 59	12,299 49
" " " "	1896	.....	.....	20,725 47	15,050 85
" " " "	1897	....	9,813 15	21,012 64	14,862 98
" " " "	1898	25,000 00	5,799 34	20,650 00	16,164 92
" " " "	1899	.....	1,000 00	20,613 32	13,463 01
" " " "	1900	....	4,959 22	20,147 59	14,505 30
" " " "	1901	.....	483 40	20,118 42	14,199 12
" " " "	1902	.....	.....	16,682 52	6,532 33
" " " "	1903	....	.....	8,218 14	10,063 38
" " " "	1904	....	....	9,236 27	11,936 37
" " " "	1905	.....	14,949 83	9,086 68	10,499 99
" " " "	1906	.....	2,531 24	9,291 91	18,640 71
" " " "	1907	....	598 64	7,552 02	11,711 09
" " " "	1908	.....	2,260 81	7,032 31	13,019 76
" " " "	1909	.....	21,758 84	.....	....
" " " "	1910	.....	24,319 49	.....	.....
" " " "	1911	.....	.....	.....	.....
" " " "	1912	....	....	....	.....
Total	..	*1,636,690 26	265,810 84	649,574 89	525,691 23†

* *See* page 22 for total cost of St. Lawrence River and Canals.

† This canal being under lease since 1908, no expenditure has been incurred for maintenance nor operation.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August, 1, 1912.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Constructions, Renewals, &c,—*Continued.*

CARILLON AND GRENVILLE CANAL.

—	Year ending	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government		*			
Government expenditure prior to Confederation		63,053 64			
" since " "	1868		19,817 22	6,301 88	8,911 28
" " " "	1869			6,549 38	10,157 42
" " " "	1870		4,167 96	6,617 81	9,852 09
" " " "	1871		23,119 37	8,676 90	8,218 24
" " " "	1872	165,257 28		8,324 51	17,235 31
" " " "	1873	133,199 10	3,051 38	10,068 28	8,781 50
" " " "	1874	245,258 38		10,710 88	10,605 82
" " " "	1875	339,864 76		10,378 57	18,520 44
" " " "	1876	326,203 16		10,764 38	11,475 96
" " " "	1877	245,738 04		11,050 27	10,304 06
" " " "	1878	22,676 20		11,401 30	5,082 72
" " " "	1879	243,141 24		11,501 22	7,629 98
" " " "	1880	281,514 27		11,959 14	7,625 54
" " " "	1881	336,707 53		13,059 18	8,076 91
" " " "	1882	433,084 39		14,387 49	7,582 68
" " " "	1883	433,575 10		17,479 58	8,310 02
" " " "	1884	399,267 16		17,393 91	7,918 42
" " " "	1885	157,187 72		19,702 30	10,429 26
" " " "	1886	104,973 24	75 00	20,597 82	9,303 31
" " " "	1887	20,747 11		20,011 36	19,554 41
" " " "	1888	38,996 29		21,531 12	10,036 62
" " " "	1889	298 17		22,098 88	10,135 66
" " " "	1890	17 58	4,526 61	15,896 16	7,582 38
" " " "	1891		4,395 25	21,230 22	10,796 68
" " " "	1892	34,585 64	15,036 48	17,458 69	8,620 15
" " " "	1893	207 00	42,298 74	16,762 71	10,669 28
" " " "	1894	385 55	20,034 94	14,144 98	11,620 09
" " " "	1895		5,963 76	15,453 21	12,303 25
" " " "	1896	3,850 31		13,995 69	12,161 10
" " " "	1897	1,908 44	4,939 20	13,780 29	11,607 95
" " " "	1898	82,663 37	5,082 03	11,697 81	10,993 61
" " " "	1899	39,999 37		11,919 27	11,478 88
" " " "	1900	22,802 27	4,476 50	13,657 06	14,666 71
" " " "	1901	4,930 65	9,331 95	13,342 22	13,416 00
" " " "	1902		16,998 69	13,725 99	19,366 30
" " " "	1903		15,992 52	14,348 17	17,766 28
" " " "	1904		9,150 07	16,224 94	17,262 29
" " " "	1905		8,715 46	15,858 19	19,977 19
" " " "	1906		24,179 33	18,232 71	10,924 72
" " " "	1907		9,393 38	16,749 03	7,036 40
" " " "	1908		1,387 35	23,019 45	9,775 35
" " " "	1909		68,597 35	23,085 54	10,758 01
" " " "	1910		10,410 09	23,512 72	11,925 28
" " " "	1911		9,051 98	23,608 04	11,303 46
" " " "	1912			25,496 59	11,531 20
Total		†4,182,092 96	340,192 61	683,765 84	500,290 21

* Expenditure not given—records relating to same were kept in Ordnance Office at Montreal and were destroyed by fire in 1852.

† Included in total cost of Ottawa River Works, *see* page 17. Cost of enlargement, $4,119,039.32.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CHAMBLY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	.....	634,711 76	.....	.....	.....
" since " " ..	1868	.....	.....	8,312 90	9,355 70
" " " " ..	1869	.....	.....	8,437 22	13,120 97
" " " " ..	1870	.....	.....	8,934 41	20,180 73
" " " " ..	1871	.....	2,839 85	10,214 71	22,426 33
" " " " ..	1872	.....	1,906 40	9,628 50	22,327 99
" " " " ..	1873	.....	759 00	10,390 44	11,789 27
" " " " ..	1874	.....	2,810 00	11,675 67	16,427 19
" " " " ..	1875	2,415 00	.....	12,201 99	16,306 91
" " " " ..	1876	.....	.....	10,593 14	13,273 56
" " " " ..	1877	80 00	.....	10,281 78	10,111 32
" " " " ..	1878	.....	.....	10,413 99	6,022 96
" " " " ..	1879	.....	.....	11,301 53	8,809 77
" " " " ..	1880	.....	.....	11,516 22	12,377 74
" " " " ..	1881	.....	.....	13,950 47	20,705 17
" " " " ..	1882	.....	31,796 41	16,686 78	16,843 60
" " " " ..	1883	.....	21,332 36	15,904 38	15,182 24
" " " " ..	1884	.....	41,640 77	18,448 85	12,003 34
" " " " ..	1885	.....	21,049 23	18,378 55	13,046 95
" " " " ..	1886	.....	14,547 27	19,501 28	11,999 77
" " " " ..	1887	.....	17,911 17	19,053 62	20,071 37
" " " " ..	1888	.....	65,536 64	20,073 60	11,823 74
" " " " ..	1889	.....	51,437 87	19,679 22	19,392 18
" " " " ..	1890	.....	23,221 48	19,655 38	14,399 93
" " " " ..	1891	.....	43,344 41	19,204 76	11,399 93
" " " " ..	1892	.....	38,353 99	19,665 22	12,976 48
" " " " ..	1893	.....	21,127 65	19,310 29	12,451 03
" " " " ..	1894	.....	8,567 78	19,040 93	11,779 12
" " " " ..	1895	.....	6,147 63	19,325 49	11,920 74
" " " " ..	1896	.....	3,694 63	19,349 65	11,801 12
" " " " ..	1897	.....	12,665 88	18,754 17	13,128 55
" " " " ..	1898	*150.00	13,184 68	17,992 90	12,466 51
" " " " ..	1899	.....	15,255 42	18,336 50	11,997 51
" " " " ..	1900	.....	5,448 88	18,397 58	13,995 00
" " " " ..	1901	.....	1,195 09	18,529 48	17,572 35
" " " " ..	1902	.....	19,132 80	18,832 25	17,313 02
" " " " ..	1903	.....	8,977 43	19,286 10	21,745 65
" " " " ..	1904	.....	26,701 59	21,544 69	25,656 00
" " " " ..	1905	.....	33,066 50	26,970 79	19,896 57
" " " " ..	1906	.....	26,192 72	26,039 53	25,173 48
" " " " ..	1907	.....	29,953 80	19,916 33	22,508 88
" " " " ..	1908	157 90	34,264 31	28,375 21	30,627 72
" " " " ..	1909	13,307 02	35,784 54	28,440 40	24,389 29
" " " " ..	1910	30,479 41	8,207 00	29,198 76	22,825 53
" " " " ..	1911	20,000 04	8,717 20	30,548 74	23,950 19
" " " " ..	1912	15,469 29	26,838 40	34,796 66	29,508 01
Total	....	†716,470 42	723,610 78	807,091 16	743,081 41

* Less proceeds of sale of piece of land in 1898.

† Chambly Canal and River Richelieu.

Chambly Canal, as above.....		$ 716,470 42
St. Ours Lock, *see* page 23.....		121,537 65
		$ 838,008 07
Less amounts deducted at Confederation, *see* Public Accounts, 1868, part I, page 9, Government expenditure prior to Confederation.		
Chambly Canal, as above..	$ 634,711 76	
St. Ours Lock, *see* page 23.	121,537 65	
	$ 756,249 41	
Returned as an asset in Public Accounts, 1868.	433,807 83	
		322,441 58
Agreeing with Public Accounts, 1912, page 4...		$ 515,566 49

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CORNWALL CANAL.

—	Year ending.	Chargeable to Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		1,933,152 69				
Government expenditure since Confederation	1868			2,786 00	11,244 47	3,774 18
" "	1869	10,692 04			10,347 91	3,859 14
" "	1870			17,780 05	10,368 16	7,145 42
" "	1871			7 50	11,848 39	8,891 61
" "	1872			10,000 21	10,594 30	8,163 70
" "	1873			1,011 75	13,042 25	12,467 65
" "	1874				13,405 20	7,610 70
" "	1875	1,780 00			13,351 91	7,097 34
Cost of original construction			1,945,624 73			
Expenditure by Dominion Government	1876				13,320 61	6,423 67
" "	1877	49,211 37			13,375 70	6,440 54
" "	1878	145,015 45			13,825 50	4,935 21
" "	1879	143,092 05			13,817 96	4,983 15
" "	1880	109,454 95			14,440 33	9,735 76
" "	1881	53,948 14			15,173 60	5,524 10
" "	1882	44,587 61			15,052 20	6,634 62
" "	1883	21,728 93			18,283 67	8,361 71
" "	1884	22,018 13			18,475 48	9,007 73
" "	1885	62,034 90		16,298 96	15,988 96	12,368 51
" "	1886	57,820 83		6,960 95	15,994 80	11,832 83
" "	1887	46,966 43			17,520 54	12,100 29
" "	1888	67,945 74			16,938 54	13,942 64
" "	1889	163,993 85			17,890 55	58,205 26
" "	1890	365,038 01		2,000 00	17,063 49	12,758 18
" "	1891	599,001 85		1,459 98	16,077 72	9,830 05
" "	1892	398,555 25		2,345 26	15,596 66	9,864 36
" "	1893	352,536 13			15,173 01	9,668 14
" "	1894	404,990 22			15,344 02	7,733 54
" "	1895	450,689 65		21,497 74	15,414 56	13,053 55
" "	1896	448,408 31		2,175 00	15,472 26	25,259 56
" "	1897	438,487 51			15,540 43	16,438 32
" "	1898	133,208 96			15,011 50	15,431 02
" "	1899	37,649 00		15,960 80	16,000 00	14,623 90
" "	1900	169,889 51		18,547 50	18,798 10	13,998 29
" "	1901	62,032 47			17,104 13	13,166 89
" "	1902	90,535 18			17,896 58	15,045 95
" "	1903	77,833 81			70,129 29	19,205 66
" "	1904	113,795 16		1,730 16	45,792 64	20,932 55
" "	1905	104,093 45		8,324 83	71,073 68	28,100 67
" "	1906	37,879 09		20,063 79	71,246 77	31,893 13
" "	1907	5,218 03		4,191 61	52,050 56	24,489 18
" "	1908	9,897 90		11,270 83	73,651 90	35,708 68
" "	1909	495 00		151,628 65	75,581 54	42,978 72
" "	1910	89 54		35,549 06	76,519 49	51,330 83
" "	1911			76,719 09	78,583 80	45,362 81
" "	1912	8,037 07		60,352 90	83,784 79	59,338 24
Cost of enlargement			5,297,179 48			
Total			7,242,804 21	488,662 62	1,223,207 95	765,717 98

* Included in total cost of St. Lawrence River and Canals, *see* page 22.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

STATEMENT showing the amounts expended on Construction, Renewals &c.—*Continued.*

CULBUTE LOCK AND DAM.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure since Confederation.	1868				
" " "	1869				
" " "	1870				
" " "	1871				
" " "	1872				
" " "	1873		835 53		
" " "	1874		38,388 99		
" " "	1875	63,659 29			
" " "	1876	76,842 44			
" " "	1877	56,081 87			
" " "	1878	5,933 53			
" " "	1879	20,694 19			
" " "	1880	16,688 20		202 50	259 31
" " "	1881	4,721 62		962 85	
" " "	1882	29,567 15		790 00	162 33
" " "	1883	14,249 60		695 00	288 99
" " "	1884	8,151 16		733 50	
" " "	1885	19,071 76		730 00	572 75
" " "	1886	26,385 27		730 00	2,396 14
" " "	1887	7,760 88		730 00	967 33
" " "	1888	7,573 99		739 50	730 60
" " "	1889	17,112 01		1,050 00	116 53
" " "	1890	2,818 35		747 83	
" " "	1891	2,183 15	9,122 05	745 25	499 91
" " "	1892		1,546 25	736 00	
" " "	1893		1,420 65	749 00	13 56
" " "	1894		2,540 14	730 00	494 43
" " "	1895		1,475 26	436 05	434 28
" " "	1896				
" " "	1897				
" " "	1898				100 00
" " "	1899				
" " "	1900	3,085 00			
" " "	1901	197 00			
" " "	1902		1,135 00		
" " "	1903				
" " "	1904		2,204 50		
" " "	1905		2,255 00		
" " "	1906				
" " "	1907				
" " "	1908				
" " "	1909				
" " "	1910				
" " "	1911				
" " "	1912				
Total		*382,776 46	60,923 37	11,507 48	7,036 15

* Included in total cost of Ottawa River Works, *see* page 17.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, August 1, 1912.

STATEMENT showing the amount expended on Construction, Renewals, &c.—*Continued.*

LACHINE CANAL.

——	Year ending.	Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Expenditure by Imperial Government	....	40,000 00				
Government expenditure prior to Confederation	.....	2,547,532 85				
Government expenditure since Confederation	1868			1,852 70	13,742 05	10,431 51
" "	1869	2,000 00			14,209 02	12,085 84
Cost of original construction and enlargement from 1845 to 1848	.....		2,589,532 85			
Expenditure by Dominion Government	1870				15,834 49	13,302 39
" " ..	1871			12,231 40	17,478 52	15,093 25
" " ..	1872	36,708 15			16,076 93	12,334 69
" " ..	1873	7,824 28		35,158 21	23,601 03	34,300 60
" " ..	1874	158,618 35			25,811 07	22,828 66
" " ..	1875	197,420 52			28,592 01	30,057 34
" " ..	1876	327,769 39			33,797 73	29,103 65
" " ..	1877	1,439,375 73			33,148 86	19,824 33
" " ..	1878	1,484,619 63			39,062 97	13,646 41
" " ..	1879	958,053 30			42,338 84	12,400 78
" " ..	1880	369,566 74			38,950 90	10,223 62
" " ..	1881	292,165 51			39,027 99	19,888 33
" " ..	1882	252,821 33		2,978 66	41,158 90	17,116 46
" " ..	1883	396,496 96		1,859 68	45,554 91	18,199 59
" " ..	1884	188,266 18			48,624 51	19,683 24
" " ..	1885	111,215 23			49,004 85	20,199 78
" " .	1886	210,509 42			50,969 10	19,199 18
" " ..	1887	28,772 52		12,981 59	53,113 97	22,567 81
" " ..	1888	19,414 34		7,996 38	52,229 61	19,999 64
" " ..	1889	76,032 96		972 71	54,110 67	22,957 71
" " ..	1890	7,448 03		8,238 46	53,114 34	22,999 38
" " ..	1891	217 53		16,155 75	50,721 69	36,292 98
" " ..	1892	87,852 35		27,480 80	52,729 37	67,499 62
" " ..	1893	445,983 21		50,937 40	53,185 00	51,616 79
" " ..	1894	64,345 14		17,152 48	60,174 03	40,939 70
" " ..	1895	189,944 36		32,405 20	56,337 44	25,891 45
" " ..	1896	184,998 25		8,193 15	58,342 96	24,950 20
" " ..	1897	282,052 48		14,664 21	57,533 20	25,820 73
" " ..	1898	216,717 44		819 62	57,282 50	33,391 92
" " ..	1899	162,351 83		3,103 99	55,990 00	35,776 90
" " ..	1900	125,009 41		12,210 88	56,791 45	31,988 81
" " ..	1901	97,305 52		12,072 87	58,364 29	50,005 48
" " ..	1902	113,328 26		36,249 02	59,435 33	45,853 97
" " ..	1903	58,426 92		109,893 43	69,762 03	53,054 20
" " ..	1904	181,487 06		162,705 14	77,233 17	50,660 92
" " ..	1905	112,460 47		144,996 37	86,209 93	65,202 42
" " ..	1906	103,798 28		133,518 77	84,708 78	60,064 84
" " ..	1907	18,840 85		65,872 25	53,308 14	47,465 20
" " ..	1908	203,307 25		92,362 48	74,222 78	70,427 37
" " ..	1909	359,041 77		143,526 35	72,049 32	82,081 39
" " ..	1910	215,611 98		70,000 20	77,701 55	75,247 71
" " ..	1911	253,098 27		73,260 66	72,285 01	91,941 84
" " ..	1912	312,868 94		56,174 60	87,989 26	111,254 82
			10,352,146 14			
Cost of enlargement	....	.....	.....	.....	.....	.....
Total	.....	.....	12,941,678 99	1,368,025 41	2,261,910 50	1,615,873 45

Total expenditure on capital account as above $12,941,678 99

Less charged to St. Lawrence River and Canals, see page 22. . $2,950,104 15

Less expenditure by Imperial Government 40,000 00

2,990,104 15

Agreeing with Public Accounts balance sheet 1912, page 4 ..... $ 9,951,574 84

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LAKE ST. FRANCIS.

	Year ending.	Capital.	Renewals. Chargeable. to Income.
		$ cts.	$ cts.
Government expenditure since Confederation	1868		
" " " "	1869		
" " " "	1870		
" " " "	1871		
" " " "	1872		
" " " "	1873		
" " " "	1874		
" " " "	1875		
" " " "	1876		
" " " "	1877		
" " " "	1878		
" " " "	1879		
" " " "	1880		
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" " " "	1893		
" " " "	1894		
" " " "	1895		
" " " "	1896		
" " " "	1897		
" " " "	1898	3,420 00	
" " " "	1899	23,110 00	2,495 47
" " " "	1900	15,431 46	12,288 39
" " " "	1901	15,000 00	8,060 30
" " " "	1902	13,945 25	
" " " "	1903	5,000 00	
" " " "	1904		2,199 52
" " " "	1905	†	
" " " "	1906	†	
" " " "	1907	†	
" " " "	1908	†	
" " " "	1909	†	
" " " "	1910	†	
" " " "	1911	†	
" " " "	1912	†	
Total		*75,906 71	25,043 68

* Included in total cost of St. Lawrence River and Canals, *see* page 22.
† Transferred to Department of Marine and Fisheries in 1905.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LAKE ST. LOUIS.

—	Year ending.	Chargeable to Capital.	Chargeable to Revenue.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" " since "	1868		
" " " "	1869		
" " " "	1870		
" " " "	1871		
" " " "	1872		
" " " "	1873		
" " " "	1874		
" " " "	1875		
" " " "	1876		
" " " "	1877		
" " " "	1878		
" " " "	1879		
" " " "	1880		
" " " "	1881		
" " " "	1882		
" " " "	1883		
" " " "	1884		
" " " "	1885		
" " " "	1886		
" " " "	1887		
" " " "	1888		
" " " "	1889		
" " " "	1890		
" " " "	1891		
" " " "	1892		
" " " "	1893		
" " " "	1894		
" " " "	1895	4,753 14	
" " " "	1896	49,909 31	
" " " "	1897	73,300 41	
" " " "	1898	64,495 83	
" " " "	1899	57,607 79	
" " " "	1900	11,765 70	
" " " "	1901	12,918 31	
" " " "	1902	6,000 00	
" " " "	1903	9,508 72	
" " " "	1904	7,916 90	
" " " "	1905	†	
" " " "	1906	†	
" " " "	1907	†	
" " " "	1908	†	
" " " "	1909	†	
" " " "	1910	†	
" " " "	1911	†	
" " " "	1912	†	
Total		*298,176 11	

* Included in total cost of St. Lawrence River and Canals, *see* page 22.
† Transferred to Department of Marine and Fisheries in 1905.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

STATEMENT showing the amounts expended on Constructions, Renewals, &c.—*Continued.*

MURRAY CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation					
" since "	1868		400 00		
" " "	1869				
" " "	1870				
" " "	1871				
" " "	1872				
" " "	1873				
" " "	1874				
" " "	1875				
" " "	1876				
" " "	1877				
" " "	1878				
" " "	1879				
" " "	1880				
" " "	1881				
" " "	1882	7,135 63			
" " "	1883	84,071 68			
" " "	1884	118,187 43			
" " "	1885	148,902 66			
" " "	1886	179,704 52			
" " "	1887	142,563 66			
" " "	1888	146,754 37			
" " "	1889	215.326 46			
" " "	1890	106,760 35		494 31	
" " "	1891	61,260 49		5,137 03	173 53
" " "	1892	5,964 22		5,803 48	3,505 15
" " "	1893	30,838 79		5,499 62	5,341 34
" " "	1894			5,667 52	5,295 57
" " "	1895			5,354 97	5,063 49
" " "	1896			5,409 10	5,410 33
" " "	1897			5,526 87	3,966 41
" " "	1898			5,799 94	4,710 23
" " "	1899			5,073 70	3,533 68
" " "	1900			5,613 83	2,777 60
" " "	1901			5,175 74	1,138 15
" " "	1902			5,254 51	6,377 19
" " "	1903	500 00		5,757 00	4,627 70
" " "	1904	750 00	2,521 13	5,291 43	6,075 94
" " "	1905	100 00	740 45	5,346 62	4,452 68
" " "	1906		293 75	5,183 61	2,840 91
" " "	1907		10,423 00	2,788 14	1,710 55
" " "	1908		37,334 70	4,244 42	2,953 23
" " "	1909	126 45	20,250 61	4,720 09	3,374 82
" " "	1910			4,378 74	2,674 57
" " "	1911			3,942 94	2,075 26
" " "	1912		14,390 45	4,213 21	3,344 46
Total	....	*1,248,946 71	86,354 69	111,676 82	81,422 79

* Agreeing with Public Accounts Balance Sheet, 1912, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

STATEMENT showing the amounts expended on Construction, Renewals, &c.–*Continued.*

OTTAWA RIVER WORKS.

Ste. Anne's Lock, page 21			$ 1,170,215 63
Carillon and Grenville Canal, page 9			4,182,092 96
Culbute Canal, page 12			382,776 46
Rideau Canal, page 18	$ 4,085,889 21		
Less expenditure by Imperial Government	3,911,701 47		
			174,187 74
Total Ottawa River Works (Capital)			$ 5,909,272 79
Add expenditure on slides and booms prior to Confederation	$ 719,247 13		
" " " since "	7,243 60		
" on Chats Canals prior to Confederation	482,950 81		
" in 1881, charged to Miscellaneous, see page 229, part ii, Public Accounts	1,136 84		
Add amount transferred, see page xxxvi, Pub. Accounts Bal. Sheet, 1881	233,555 85		
			1,444,134 23
			$ 7,353,407 02
Less expenditure prior to Confederation, tranferred to Income Account	$ 320,618 28		
" in 1872, on Carillon and Grenville Canal, as shown in Public Accounts Balance Sheet, page xx, under Miscellaneous	165,257 28		
			485,875 56
Agreeing, less outstanding cheques, with Balance Sheet, Public Accounts, 1912, page 4			$ 6,867,531 46

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued*

RIDEAU CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government		3,911,701 47			
Government expenditure prior to Confed'n		153,062 60			
" since "	1868	166 50	7,298 12	18,397 28	16,475 21
" " "	1869			19,250 71	13,140 77
" " "	1870		13 16	20,022 37	19,469 33
" " "	1871		11,732 98	22,814 58	18,120 52
" " "	1872		4,967 50	22,139 48	14,005 32
" " "	1873		18,070 97	22,841 51	26,074 49
" " "	1874		5,793 16	26,815 44	22,957 40
" " "	1875	9,310 85		26,553 37	19,699 81
" " "	1876	2,163 96		26,430 77	14,428 25
" " "	1877	214 11		25,959 56	14,198 18
" " "	1878			26,651 51	11,034 22
" " "	1879	7,703 88		26,042 52	7,134 55
" " "	1880			26,463 88	11,434 05
" " "	1881		133 50	26,024 71	8,627 00
" " "	1882			26,915 29	13,860 28
" " "	1883		70 65	27 322 81	23,524 84
" " "	1884		4,597 50	26,938 95	19,245 02
" " "	1885		2,098 76	26,971 32	18,189 55
" " "	1886		550 00	27,045 95	35,648 04
" " "	1887		20,823 96	29,440 46	18,565 34
" " "	1888		18,889 48	33,458 83	25,478 87
" " "	1889		6,665 22	33,801 77	18,106 36
" " "	1890		21,124 10	34,270 57	18,025 21
" " "	1891		20,967 25	34,641 98	21,537 56
" " "	1892		31,363 23	35,500 82	21,507 16
" " "	1893		24,274 71	35,022 49	18,789 50
" " "	1894		14,485 11	34,943 35	16,939 47
" " "	1895		31,559 48	33,827 08	19,897 32
" " "	1896		21,452 29	34,052 77	30,196 38
" " "	1897		19,079 11	31,461 55	29,535 94
" " "	1898		13,608 39	30,759 05	26,599 93
" " "	1899		700 29	30,751 20	28,199 49
" " "	1900		11,780 41	30,623 27	30,237 09
" " "	1901			31,334 40	33,791 17
" " "	1902		8,894 40	32,193 66	33,959 86
" " "	1903		16,235 13	34,595 31	36,424 23
" " "	1904		13,525 04	39,127 96	38,496 78
" " "	1905	1,565 84	14,513 35	40,838 81	49,790 55
" " "	1906		5,272 90	41,819 77	54,495 63
" " "	1907		14,322 03	30,667 34	44,627 82
" " "	1908		42,903 03	44,875 16	55,090 45
" " "	1909		19,989 52	44,911 60	53,880 51
" " "	1910		9,225 73	48,324 13	95,188 97
" " "	1911		6,188 71	47,165 63	79,352 59
" " "	1912		4,358 40	54,156 89	85,912 96
Total		*4,085,889 21	467,527 57	1,424,167 86	1,311,893 97

* Included in total cost of Ottawa River Works. *See* page 17

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

SAULT STE. MARIE CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure since Confederation.	1868				
" " "	1869				
" " "	1870				
" " "	1871				
" " "	1872		949 35		
" " "	1873				
" " "	1874				
" " "	1875				
" " "	1876				
" " "	1877				
" " "	1878				
" " "	1879				
" " "	1880				
" " "	1881				
" " "	1882				
" " "	1883				
" " "	1884				
" " "	1885				
" " "	1886				
" " "	1887				
" " "	1888	8,145 06			
" " "	1889	34,018 95			
" " "	1890	176,568 55			
" " "	1891	325,336 33			
" " "	1892	341,474 31			
" " "	1893	589,801 25			
" " "	1894	1,316,529 29			
" " "	1895	466,151 50		3,432 73	
" " "	1896	189,986 59		16,074 70	2,650 17
" " "	1897	209,561 82		15,381 59	7,671 79
" " "	1898	21,004 56		14,389 92	8,172 09
" " "	1899	63,935 48		13,840 24	6,564 40
" " "	1900	27,157 98		13,901 40	13,219 87
" " "	1901	323,353 93	48 39	13,730 93	10,289 18
" " "	1902	122,505 73		15,920 80	14,839 71
" " "	1903	65,933 43		16,077 22	10,855 70
" " "	1904	32,029 54		14,653 35	9,491 44
" " "	1905	110,181 69		15,681 55	14,776 33
" " "	1906	120,000 00		15,878 11	20,086 15
" " "	1907	95,504 63		12,290 94	11,520 53
" " "	1908	140,433 22		20,345 38	23,206 00
" " "	1909	42,109 63	11,453 28	15,231 79	16,462 29
" " "	1910	46,809 13	147,147 52	18,976 64	20,300 77
" " "	1911	54,797 37	77,066 45	24,951 49	19,355 74
" " "	1912	18,227 10	29,706 21	27,054 50	28,798 51
Total		*4,941,557 07	266,371 20	287,813 28	238,860 67

* Agreeing with Public Accounts, 1912, page 1.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August, 1, 1912.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

SOULANGES CANAL.

——	Year ending.	Capital.	Renewals Chargable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	...	.....	.....	.....	.....
" since. " ..	1868	.....	.....	.....	.....
" " " ..	1869	.....	.....	.....	.....
" " " ..	1870	.....	.....	.....	.....
" " " ..	1871	.....	.....	.....	.....
" " " ..	1872	.....	.....	.....	.....
" " " ..	1873	.....	.....	.....	.....
" " " ..	1874	.....	.....	.....	.....
" " " ..	1875	.....	.....	.....	.....
" " " ..	1876	.....	.....	.....	.....
" " " ..	1877	.....	.....	.....	.....
" " " ..	1878	.....	.....	.....	.....
" " " ..	1879	.....	.....	.....	.....
" " " ..	1880	.....	.....	.....	.....
" " " ..	1881	.....	.....	.....	.....
" " " ..	1882	.....	.....	.....	.....
" " " ..	1883	.....	.....	.....	.....
" " " ..	1884	.....	.....	.....	.....
" " " ..	1885	.....	.....	.....	.....
" " " ..	1886	.....	.....	.....	.....
" " " ..	1887	.....	.....	.....	.....
" " " ..	1888	.....	.....	.....	.....
" " " ..	1889	.....	.....	.....	.....
" " " ..	1890	.....	.....	.....	.....
" " " ..	1891	.....	.....	.....	.....
" " " ..	1892	54,235 76	.....	.....	.....
" " " ..	1893	210,336 24	.....	.....	.....
" " " ..	1894	723,380 95	.....	.....	.....
" " " ..	1895	752,016 53	.....	.....	.....
" " " ..	1896	535,939 07	.....	.....	.....
" " " ..	1897	363,126 06	.....	.....	.....
" " " ..	1898	1,016,401 00	.....	.....	.....
" " " ..	1899	1,442,824 22	.....	.....	.....
" " " .	1900	693,806 24	.....	6,711 84	5,000 00
" " " ..	1901	462,626 36	115 00	25,154 78	5,888 77
" " " ..	1902	235,021 79	.....	22,672 50	2,267 13
" " " ..	1903	248,929 10	.....	31,987 06	10,362 23
" " " ..	1904	113,328 45	15,608 69	25,235 25	39,382 01
" " " ..	1905	34,202 71	30,406 25	25,432 49	21,174 84
" " " ..	1906	5,000 22	16,033 79	24,817 37	17,096 33
" " " ..	1907	13,508 88	3,216 29	19,964 04	15,604 71
" " " ..	1908	50,634 01	4,245 18	28,988 36	35,687 11
" " " ..	1909	17,795 79	12,363 78	32,324 20	34,802 37
" " " ..	1910	153,022 23	2,299 93	32,851 69	46,287 16
" " " ..	1911	102,699 69	3,999 58	32,283 03	37,532 93
" " " ..	1912	286,787 88	14,375 47	36,871 50	38,554 54
Total.....	.....	*7,515,623 18	102,663 96	345,294 11	309,640 13

* Included in total cost of St. Lawrence River and Canals, *see* page 22.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

STE. ANNE'S LOCK AND CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederat'n		134,456 51			
" since " "	1868			778 16	432 47
" " " "	1869			1,062 96	1,873 51
" " " "	1870			1,136 54	1,280 36
" " " "	1871			1,285 84	1,539 02
" " " "	1872		1,939 46	1,106 80	1,393 63
" " " "	1873		540 11	2,199 64	1,264 40
" " " "	1874	12,753 27		2,614 90	7,208 63
" " " "	1875	32,627 71		1,859 20	4,506 68
" " " "	1876	24,935 85		1,952 14	4,033 72
" " " "	1877	30,003 08		1,982 65	1,756 93
" " " "	1878	14,618 85		2,057 32	541 95
" " " "	1879	22,113 02		2,202 03	3,259 70
" " " "	1880	3,054 68		2,152 57	1,704 71
" " " "	1881	69,042 76		2,553 02	3,257 92
" " " "	1882	193,158 36		2,611 30	2,343 99
" " " "	1883	172,959 95		2,569 86	3,448 83
" " " "	1884	142,006 25		2,775 32	2,725 49
" " " "	1885	93,679 57		2,618 60	4,042 04
" " " "	1886	129,681 67		2,611 90	5,803 01
" " " "	1887	45,276 08	6,054 10	2,537 41	1,499 96
" " " "	1888	18,910 55	1,372 59	2,505 61	1,380 75
" " " "	1889	24,786 33		2,569 22	1,730 79
" " " "	1890	6,151 14		2,571 04	1,525 51
" " " "	1891		8,173 69	2,505 69	1,503 56
" " " "	1892		25,471 61	2,571 28	1,666 21
" " " "	1893		6,521 88	2,581 08	2,800 03
" " " "	1894		3,497 56	2,640 00	2,799 63
" " " "	1895		3,694 33	2,508 14	3,025 91
" " " "	1896			2,495 54	4,993 89
" " " "	1897			2,357 51	1,688 12
" " " "	1898			1,904 10	1,699 44
" " " "	1899			1,920 12	1,997 96
" " " "	1900			1,840 51	2,679 21
" " " "	1901			1,895 89	3,999 02
" " " "	1902			1,994 52	3,015 97
" " " "	1903		1,984 39	2,072 17	4,684 42
" " " "	1904			2,292 94	2,244 13
" " " "	1905			2,151 01	6,091 44
" " " "	1906			2,259 16	2,294 86
" " " "	1907		2,449 96	1,595 62	901 47
" " " "	1908		2,501 42	2,248 29	1,693 63
" " " "	1909		199 67	2,292 19	4,290 57
" " " "	1910		2,339 76	2,267 60	2,446 28
" " " "	1911		2,880 93	2,315 34	2,628 91
" " " "	1912			2,770 51	2,738 40
Total		*1,170,215 63	69,621 46	97,793 24	120,437 06

* Included in total cost of Ottawa River Works, *see* page 17.

Original Construction	$ 134,456 51
Enlargement, including new lock	1,035,759 12
	$ 1,170,215 63

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*
ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

	Year ending.	CHARGEABLE TO CAPITAL.				Chargeable to Income.
		North Channel.	River Reaches.	Galops Channel.	Total.	
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation					18,442 85	98,378 46
Government expenditure since Confederation	1868					
" "	1869					
" "	1870					
" "	1871					
" "	1872					
" "	1873				33,241 69	
" "	1874				26,541 30	
" "	1875				20,611 36	
" "	1876				50,215 47	
" "	1877				47,377 31	
" "	1878				5,570 46	
" "	1879				9,265 77	
" "	1880				9,214 56	
" "	1881				6,927 96	
" "	1882		6,933 45	22,000 00	28,933 45	
" "	1883		3,574 31	41,300 00	44,874 31	
" "	1884		15,546 03	74,300 00	89,846 03	
" "	1885		13,710 17	101,400 00	115,110 17	
" "	1886		16,251 73	99,800 00	116,051 73	
" "	1887		20,037 31	54,400 00	74,437 31	
" "	1888		16,082 85	40,400 00	56,482 85	
" "	1889		1,293 92	17,200 00	18,493 92	
" "	1890		18,279 91	5,700 00	23,979 91	
" "	1891		35,137 25		35,137 25	
" "	1892		59,779 31		59,779 31	
" "	1893		52,643 39		52,643 39	
" "	1894		13,721 66		13,721 66	
" "	1895		1,223 72	181,552 03	182,775 75	
" "	1896		7,457 05		7,457 05	
" "	1897		12,347 31		12,347 31	
" "	1898	171,336 65	7,491 11	32,710 00	211,537 76	
" "	1899	461,979 50	9,366 47	42,430 00	513,775 97	
" "	1900	225,000 00	72,484 41	50,000 00	347,484 41	
" "	1901	184,790 34	19,389 75	91,211 97	295,392 06	
" "	1902	125,000 00	29,268 64	24,037 85	178,306 49	
" "	1903	126,833 94	16,432 28	25,000 00	168,266 22	
" "	1904	68,595 42	9,634 66	6,450 00	84,680 08	
" "	1905	93,025 89	25,743 51	49,734 70	168,504 10	
" "	1906	83,028 98		26,506 26	109,535 24	
" "	1907	61,528 34		13,350 00	74,878 34	
" "	1908	40,500 00		12,976 77	53,476 77	
" "	1909	42,770 45		25,378 21	68,148 66	
" "	1910	34,389 32		2,057 86	36 447 18	13,694 97
" "	1911					16,224 68
" "	1912					
Total		1,718,778 83	483,830 20	1,039,895 65	3,469,913 41*	128,298 11

* In this total is included an expenditure on capital account of $227,408.73 on the St. Lawrence River and Canals for the period previous to 1882.

ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

St. Lawrence River and Canals, as above		$ 3,469,913 41
Beauharnois Canal, *see* page 8		1.636,690 26
Cornwall Canal	" 11	7,242,804 21
Williamsburg Canal	" 28 and 29	10,488,811 69
Lake St. Louis	" 15	298,176 11
Soulanges Canal	" 20	7,515,623 18
Lachine Canal, from prior to Confederation to June 30, 1875, *see* page 13		2,950,104 15
Lake St. Francis, *see* page 14		75,906 71
Agreeing with Public Accounts balance, 1912, page 4		$ 33,678,029 72

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c. —*Continued.*

ST. OURS LOCK.

	Year ending	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	....	121,537 65	....	.....	.....
" since " " ..	1868	. . ..	....	1,532 75	753 74
" " " " ..	1869	... .	....	1,755 15	1,399 18
" " " " ..	1870	.. ..	.....	1,458 09	1,006 22
" " " " ..	1871	.....	....	1,414 48	1,210 98
" " " " ..	1872	.....	... .	1,565 80	1 263 19
" " " " ..	1873	.....	.....	2,076 50	1,575 10
" " " " ..	1874	.....	....	2,219 13	2,363 42
" " " " ..	1875	.....	....	1,362 22	1,245 69
" " " " ..	1876	....	....	1,403 92	1,601 71
" " " " ..	1877	.....	.. ..	1,533 40	750 80
" " " " ..	1878	.....	....	1,556 65	283 77
" " " " ..	1879	.....	....	1,581 55	456 07
" " " " ..	1880	....	... .	1,614 01	705 54
" " " " ..	1881	.....	..... .	1,741 97	1,299 77
" " " " ..	1882	....	... .	2,002 71	1,902 41
" " " " ..	1883	.. ..	17,230 32	2,361 65	2,188 08
" " " " ..	1884	.....	5,279 87	2,315 37	1,494 99
" " " " ..	1885	....	4,700 64	2,271 57	3,652 63
" " " " ..	1886	....	....	2,311 70	4,143 47
" " " " ..	1887	.....	. .....	2,175 37	5,864 78
" " " " ..	1888	....	.....	2,216 04	2,801 17
" " " " ..	1889	....	17,964 45	2,421 14	2,002 63
" " " " ..	1890	.. ..	24,571 96	2,138 40	1,935 44
" " " " ..	1891	.....	21,696 74	2,011 08	4,460 16
" " " " ..	1892	.....	3,585 34	2,168 44	1,944 33
" " " " ..	1893	....	. ...	2,136 66	1,994 34
" " " " ..	1894	... .	.....	2,216 68	924 55
" " " " ..	1895	.....	... .	2,161 63	915 50
" " " " ..	1896	... .	....	2,094 91	1,678 49
" " " " ..	1897	.....	.....	2,135 60	707 06
" " " " ..	1898	....	.....	2,049 67	692 04
" " " " ..	1899	....	... .	2,244 12	1 494 93
" " " " ..	1900	.....	1,596 88	2,181 43	2,681 10
" " " " ..	1901	....	3,610 06	2,128 25	1,681 44
" " " " ..	1902	.....	15,549 27	2,262 39	984 36
" " " " ..	1903	.....	9,344 89	2,288 63	1,671 83
" " " " ..	1904	.....	7,984 41	2,334 67	1,690 61
" " " " ..	1905	.....	14,900 90	2,479 66	1,716 35
" " " " ..	1906	....	7,307 39	2,582 95	3,872 75
" " " " ..	1907	.....	4,200 00	2,064 62	1,142 79
" " " " ..	1908	....	3,338 79	2,894 76	2,121 43
" " " " ..	1909	.. . .	.....	2,994 78	3,693 19
" " " " ..	1910	.....	1,925 08	4,137 64	1,752 66
" " " " ..	1911	....	1,200 23	3,527 69	2,353 81
" " " " ..	1912	4,306 28	3,998 58	3,584 10	2,259 46
Total	*. ...	*125,843 93	169,985 80	97,709 93	84,333 96

* Included in the total cost of Chambly Canal and Richelieu river, *see* page 10.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

STATEMENT showing the amount expended on Construction, Renewals, &c.—*Continued.*

ST. PETER'S CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	.....	156,523 32	.....	.....	.....
" since " ..	1868	21,519 72	.....	.....	.....
" " " ..	1869	70,719 80	.....	.....	.....
" " " ..	1870	.....	46,193 57	.....	.....
" " " ..	1871	.....	.....	225 36	555 78
" " " ..	1872	.....	.....	280 00	6,122 07
" " " ..	1873	.....	.....	343 32	6,539 58
" " " ..	1874	.....	.....	725 93	1,558 57
" " " ..	1875	20 97	.....	560 00	889 35
" " " ..	1876	11,125 00	.....	641 55	.....
" " " ..	1877	63,330 18	.....	600 00	17 45
" " " ..	1878	26,511 51	.....	600 00	.....
" " " ..	1879	107,337 75	.....	631 50	.....
" " " ..	1880	80,120 54	.....	400 00	.....
" " " ..	1881	69,434 76	.....	959 58	.....
" " " ..	1882	484 00	.....	1,920 54	200 63
" " " ..	1883	.....	.....	2,089 19	232 42
" " " ..	1884	2,471 40	.....	2,601 47	367 85
" " " ..	1885	16,820 15	.....	1,929 11	183 11
" " " ..	1886	2,316 85	.....	2,360 67	297 81
" " " ..	1887	1,087 75	750 00	2,777 13	343 23
" " " ..	1888	.....	.....	3,217 77	1,588 40
" " " ..	1889	.....	500 00	3,085 29	353 38
" " " ..	1890	.....	.....	3,110 15	255 34
" " " ..	1891	972 65	510 53	3,255 30	312 02
" " " ..	1892	14,387 00	30,936 82	3,007 70	1,461 24
" " " ..	1893	811 59	9,987 78	2,938 15	1,856 30
" " " ..	1894	437 05	3,852 21	2,935 94	1,986 70
" " " ..	1895	868 44	26,222 46	2,499 81	353 55
" " " ..	1896	1,455 21	16,743 64	2,182 04	260 90
" " " ..	1897	.....	.....	2,728 38	1 20
" " " ..	1898	.....	111 70	2,785 25	453 85
" " " ..	1899	.....	.....	2,819 86	456 61
" " " ..	1900	.....	.....	2,833 24	1,483 30
" " " ..	1901	.....	2,311 26	2,730 44	841 63
" " " ..	1902	.....	10,014 43	2,939 81	274 44
" " " ..	1903	.....	.....	2,836 49	764 11
" " " ..	1904	.....	.....	3,126 94	122 45
" " " ..	1905	.....	3,000 10	2,969 90	1,095 90
" " " ..	1906	.....	.....	3,239 19	253 65
" " " ..	1907	.....	.....	2,468 78	246 87
" " " ..	1908	.....	.....	3,371 13	942 64
" " " ..	1909	.....	.....	3,282 22	532 78
" " " ..	1910	.....	.....	3,449 43	238 14
" " " ..	1911	.....	.....	4,180 96	473 44
" " " ..	1912	.....	5,208 18	4,768 20	361 49
		648,755 64	.....	.....	.....
LESS—Refunds in 1897-8.	.....	208 50	.....	.....	.....
Total	....	*648,547 14	156,342 68	96,407 72	34,278 18

* Expenditure as above ..... $ 648,547 14
Less expenditure prior to Confederation 156,523 32

Agreeing with Public Accounts 1912, page 4 ..... $ 492,023 82

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

TAY CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure since Confederation.	1868				
" " " "	1869				
" " " "	1870				
" " " "	1871				
" " " "	1872				
" " " "	1873				
" " " "	1874				
" " " "	1875				
" " " "	1876				
" " " "	1877				
" " " "	1878				
" " " "	1879				
" " " "	1880				
" " " "	1881				
" " " "	1882		748 65		
" " " "	1883	4,831 80			
" " " "	1884	50,878 12			
" " " "	1885	92,473 97			
" " " "	1886	65,561 51			
" " " "	1887	49,617 92			
" " " "	1888	54,166 57			
" " " "	1889	89,486 18			
" " " "	1890	22,226 23		*	*
" " " "	1891	17,114 78		*	*
" " " "	1892	29,771 65		*	*
" " " "	1893			*	*
" " " "	1894			*	*
" " " "	1895			*	*
" " " "	1896			*	*
" " " "	1897	10,720 50		*	*
" " " "	1898			*	*
" " " "	1899			*	*
" " " "	1900	2,750 00		*	*
" " " "	1901			*	*
" " " "	1902			*	*
" " " "	1903			*	*
" " " "	1904			*	*
" " " "	1905			*	*
" " " "	1906			*	*
" " " "	1907			*	*
" " " "	1908			*	*
" " " "	1909			*	*
" " " "	1910			*	*
" " " "	1911			*	*
" " " "	1912			*	*
Total		†489,599 23	748 65	*	*

* Included in Rideau Canal since 1890.
† Agreeing with Public Accounts 1912, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

TRENT CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		309,371 31			
" since " "	1868				
" " " "	1869				
" " " "	1870				
" " " "	1871				
" " " "	1872				
" " " "	1873				
" " " "	1874				
" " " "	1875				
" " " "	1876				
" " " "	1877				
" " " "	1878				
" " " "	1879				
" " " "	1880	561 50		1,188 92	3,568 89
" " " "	1881			2,489 93	2,233 50
" " " "	1882		5,836 51	2,011 92	8,115 50
" " " "	1883	40,767 16	9,303 66	2,235 50	3,047 42
" " " "	1884	120,393 91	6,198 57	2,208 64	5,264 35
" " " "	1885	121,382 84		3,303 87	4,653 50
" " " "	1886	75,103 30		1,639 75	5,917 88
" " " "	1887	179,541 63		1,938 08	6,008 88
" " " "	1888	114,879 35		1,770 29	5,151 42
" " " "	1889	47,592 13	29,677 92	3,242 05	5,935 94
" " " "	1890	58,644 50	11,522 65	3,450 99	730 55
" " " "	1891	9,826 49	3,164 81	3,803 66	4,888 98
" " " "	1892	4,457 28	6,506 97	3,695 85	4,721 85
" " " "	1893	5,962 47	10,838 90	3,739 86	2,087 17
" " " "	1894	3,412 32	20,403 93	3,785 47	4,988 59
" " " "	1895	53,907 70	21,143 41	4,184 18	3,374 49
" " " "	1896	392,976 08	6,185 75	4,349 34	3,329 97
" " " "	1897	486,575 70	13,880 37	4,965 39	3,497 90
" " " "	1898	351,273 31	8,991 54	5,034 60	4,998 80
" " " "	1899	166,611 49	6,179 79	5,048 72	6,454 49
" " " "	1900	334,583 01	8,043 39	5,131 52	9,989 26
" " " "	1901	284,503 89	10,494 82	5,254 51	13,075 89
" " " "	1902	449,075 45	26,165 93	5,575 52	14,984 88
" " " "	1903	523,950 74	18,548 58	6,993 25	10,791 15
" " " "	1904	489,038 44	21,228 55	7,237 05	21,179 12
" " " "	1905	333,261 75	36,853 28	12,071 88	26,056 78
" " " "	1906	319,789 49	26,030 36	17,440 68	33,398 85
" " " "	1907	153,045 42	35,360 10	19,229 25	36,516 47
" " " "	1908	343,176 05	96,315 87	32,826 38	33,382 94
" " " "	1909	1,099,836 38	80,517 65	32,028 57	44,849 83
" " " "	1910	1,000,000 00	59,483 51	36,800 42	54,206 13
" " " "	1911	1,682,449 32	78,914 08	38,019 33	40,178 54
" " " "	1912	1,746,095 48	97,254 20	44,811 08	50,175 72
Total		* 11,302,045 89	755,045 10	327,506 45	477,755 63

* Total expenditure on Capital Account as above $11,302,045 89

LESS—Expenditure prior to Confederation ..... $ 309,371 31
" Year 1880 ..... 561 50
309,932 81

Agreeing with Public Accounts Balance Sheet, 1912, page 4 ..... $10,992,113 08

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

WELLAND CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government		222,220 00			
Government expenditure prior to confederation		7,416,019 83			
" since " "	1868	12,097 84		37,679 05	38,852 96
" " " "	1869	43,486 36		39,060 61	50,773 03
" " " "	1870		22,173 72	40,340 45	65,009 19
" " " "	1871		48,569 10	42,383 33	53,381 02
" " " "	1872	53,680 32	6,022 44	37,085 37	50,276 90
" " " "	1873	82,282 20	47,876 27	45,382 99	66,550 73
" " " "	1874	746,420 61		50,966 48	103,666 99
" " " "	1875	1,047,119 91		52,595 00	88,539 99
" " " "	1876	1,569,478 19	700 00	57,623 31	81,376 12
" " " "	1877	2,199,962 61		59,963 47	49,783 93
" " " "	1878	2,138,392 99		60,138 59	66,393 53
" " " "	1879	1,552,697 41		59,942 23	56,755 57
" " " "	1880	1,252,924 75		63,198 10	76,535 25
" " " "	1881	1,242,943 37	6,593 19	56,398 04	69,249 53
" " " "	1882	603,402 17	13,664 80	74,641 51	84,374 97
" " " "	1883	549,433 29	5,979 03	109,207 21	72,707 62
" " " "	1884	432,336 21		113,276 87	90,926 97
" " " "	1885	463,505 38	6,150 21	112,670 00	91,534 66
" " " "	1886	215,380 75	1,359 00	111,660 22	69,507 48
" " " "	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
" " " "	1888	429,720 94	10,740 86	110,806 01	86,518 97
" " " "	1889	225,910 21	43,803 80	113,587 05	77,547 77
" " " "	1890	117,633 22	51,648 28	109,202 02	72,686 19
" " " "	1891	36,371 03	19,767 73	107,662 63	82,548 30
" " " "	1892	29,541 21	9,008 80	104,673 73	73,771 87
" " " "	1893	8,259 94	25,103 13	104,926 73	65,016 84
" " " "	1894	1,571 78	13,430 20	102,018 80	53,053 71
" " " "	1895	3,809 35	24,245 02	90,438 07	48,270 94
" " " "	1896	1,677 67	18,768 99	87,988 11	62,542 64
" " " "	1897	2,282 35	22,283 06	88,095 20	41,247 81
" " " "	1898		34,803 25	84,806 54	59,571 66
" " " "	1899		30,099 84	86,110 88	56,270 60
" " " "	1900	18,167 29	37,164 84	84,888 36	59,507 64
" " " "	1901	224,536 96	87,777 43	86,889 24	72,055 89
" " " "	1902	303,997 81	78,905 37	88,048 95	69,279 90
" " " "	1903	315,819 49	94,127 21	90,684 05	72,004 59
" " " "	1904	555,751 00	31,140 58	91,115 35	85,717 88
" " " "	1905	890,457 82	34,559 42	91,928 96	111,418 62
" " " "	1906	715,198 24	28,799 66	107,932 96	78,704 93
" " " "	1907	480,305 03	56,036 47	75,031 24	53,247 50
" " " "	1908	806,760 46	138,430 19	108,101 56	78,460 40
" " " "	1909	255,986 16	129,489 99	115,934 78	88,409 53
" " " "	1910	168,247 17	75,233 28	136,783 47	77,723 23
" " " "	1911	236,429 80	28,688 57	128,000 33	92,739 05
" " " "	1912	159,946 87	28,238 13	149,848 27	105,056 89
Total		* 28,903,239 86	1,315,210 53	3,879,687 81	3,227,010 59

* Total expenditure as above	$	28,903,239 86
Less expenditure by Imperial Government		222,220 00
Agreeing with Public Accounts Balance Sheet, 1912, page 4	$	28,681,019 86
Original cost of construction, including first enlargement	$	7,693,824 03
Enlargement, including new Welland Canal		21,209,415 83
Total expenditure as above		28,903,239 86

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August, 1, 1912.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, &c—*Continued.*

WILLIAMSBURG CANAL.

——	Year ending.	Capital.				Renewals Chargeable to Income.	Staff.	Repairs.
		Farran's Point.	Galops.	Rapide Plat.	Total.			
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation being amount of original construction					1,320,655 54			
Government expenditure since Confederation	1868						5,745 97	6,442 41
" " "	1869						5,769 81	5,670 88
" " "	1870						5,573 13	6,546 16
" " "	1871						6,382 17	5,308 41
" " "	1872					1,077 00	5,542 94	3,230 07
" " "	1873						6,424 49	7,347 75
" " "	1874						6,857 19	7,395 92
" " "	1875						6,547 62	4,110 29
" " "	1876						7,418 39	11,690 98
" " "	1877						7,388 68	10,053 61
" " "	1878						7,430 11	4,449 78
" " "	1879						7,517 20	3,549 71
" " "	1880						7,590 15	3,999 77
" " "	1881						7,572 35	5,020 73
" " "	1882						7,589 44	7,447 69
" " "	1883				13 19		7,423 48	7,299 39
" " "	1884				2,473 44		7,757 04	7,349 37
" " "	1885		70,764 07	32,473 05	103,237 12		7,696 67	8,198 03
" " "	1886		78,014 92	71,820 79	149,835 71		7,671 54	7,847 05
" " "	1887		32,862 02	82,990 98	115,853 00		7,635 54	7,904 76
" " "	1888		16,628 95	53,499 34	70,128 29	1,613 67	7,646 79	8,190 13
" " "	1889		37,661 15	22,206 11	59,867 26		7,485 28	8,794 61
" " "	1890		126,417 42	12,660 95	139,078 37		8,954 53	8,191 69
" " "	1891	2,853 76	172,779 88	55,036 96	230,670 60		8,678 25	7,987 40
" " "	1892		218,511 17	158,034 15	376,545 32	797 83	9,458 33	8,551 32
" " "	1893		154,524 01	217,669 28	372,193 29	3,675 00	8,676 03	8,347 97
" " "	1894		223,992 81	274,397 42	498,390 23		10,230 09	7,029 95
" " "	1895		118,464 53	228,892 70	347,357 23	13,720 36	9,675 09	7,371 37
" " "	1896	4,980 00	150,744 16	286,396 96	442,121 12	8,607 04	9,588 51	9,036 00
" " "	1897		262,793 78	205,480 55	468,274 33	3,880 76	8,697 54	8,210 71
" " "	1898	231,321 44	734,492 07	116,072 55	1,081,886 06		10,708 66	8,03 84

"	"	"	....	1899	346,956 54	987,186 44	57,869 18	1,392,012 16	7,410 00	9,960 64	10,000 00
"	"	"	.....	1900	100,534 64	752,799 27	14,298 74	867,632 65	4,137 04	11,090 06	10,897 79
"	"	"	.....	1901	111,158 39	390,112 78	76,501 57	577,772 74	.....	12,342 32	11,755 09
"	"	"	....	1902	42,209 89	421,945 81	137,818 22	601,973 92	.....	14,403 28	13,673 26
"	"	"	.....	1903	10,266 92	320,354 92	18,483 34	349,105 18	.....	15,246 91	20,092 79
"	"	"	.....	1904	18,700 00	256,536 30	26,774 27	302,010 57	1,978 85	20,570 17	19,430 05
"	"	"	....	1905	8,108 99	292,337 29	8,109 98	{ 8,209 63 / 308,556 26 }	5,573 69	23,399 45	21,492 46
"	"	"	....	1906	.....	140,920 65	.....	140,920 65	20,493 00	17,289 42	16,148 66
"	"	"	....	1907	.....	45,782 52	754 91	46,537 43	18,405 65	13,953 58	8,501 57
"	"	"	.....	1908	.....	100,312 81	.....	100,312 81	16,635 15	19,441 86	18,563 82
"	"	"	....	1909	....	11,987 59	.....	11,987 59	3,744 50	22,638 02	23,454 80
"	"	"	.....	1910	.....	....	.....	... .	.....	20,682 88	29,645 76
"	"	"	.....	1911	.....	.....	.....	....	2,622 39	21,893 61	21,681 75
"	"	"	....	1912	....	.....	.....	3,200 00	43,965 21	25,753 98	26,875 25
Total			....		877,090 57	6,118,927 32	2,158,242 00	*10,488,811 69	158,337 14	488,000 59	472,819 80

* Original construction..... $ 1,320,655 54
Cost of enlargement..... 9,168,156 15

Total... .....$10,488,811 69

Included in total cost of St. Lawrence River and Canals, *see* page 22.

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, August 1, 1912.

STATEMENT showing amount expended on Construction and Enlargement of Canals, to March 31, 1912.

Canal.	Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Beauharnois	1,636,690 26		1,636,690 26
Carillon and Grenville	63,053 64	4,119,039 32	4,182,092 96
Chambly	637,214 66	79,255 76	716,470 42
Cornwall	1,945,624 73	5,297,179 48	7,242,804 21
Culbute	382,776 46		382,776 46
Lachine	2,589,532 85	10,352,146 14	12,941,678 99
Lake St. Francis		75,906 71	75,906 71
Lake St. Louis		298,176 11	298,176 11
Murray	1,248,946 71		1,248,946 71
Rideau	4,085,889 21		4,085,889 21
Sault-Ste-Marie	4,941,557 07		4,941,557 07
Soulanges	7,515,623 18		7,515,623 18
Ste. Anne's	134,456 51	1,035,759 12	1,170,215 63
St. Lawrence River and Canals	18,442 85	3,451,470 56	3,469,913 41
St. Ours	121,537 65	4,306 28	125,843 93
St. Peter's	648,547 14		648,547 14
Tay	489,599 23		489,599 23
Trent	11,302,045 89		11,302,045 89
Welland	7,693,824 03	21,209,415 83	28,903,239 86
Williamsburg. Farran's Point		877,090 57	10,488,811 69
Williamsburg. Galops		6,118,927 32	
Williamsburg. Rapide Plat		2,158,242 00	
Williamsburg. Williamsburg	1,320,655 54	13,896 26	
Total	46,776,017 61	55,090,811 46	101,866,829 07

* Construction by Imperial Government not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, August 1, 1912.

RECAPITULATION.

YEARLY Expenditure on Canals and Revenue received to March 31, 1912.

	Year ending.	Capital.	Income.	Staff.	Repairs.	Revenue received.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation, including Imperial Government expenditure	.....	20,593,866 13	98,378 46	.....	.....	.....
Government expenditure since Confederation.	1868	33,784 06	95,347 79	113,084 50	101,646 44	403,879 19
" " ..	1869	126,898 20	55 00	116,069 76	118,579 31	400,263 32
" " .	1870	.....	90,355 96	120,403 02	150,176 70	414,687 02
" " ..	1871	.....	116,429 54	135,040 81	140,467 52	488,538 76
" " ..	1872	255,645 75	33,289 27	124,137 09	152,086 25	466,847 52
" " ..	1873	256,547 27	127,369 55	148,581 18	186,573 13	486,433 26
" " ..	1874	1,189,591 91	51,037 05	167,194 40	213,613 86	510,755 99
" " ..	1875	1,714,830 37	479 00	168,401 21	203,226 85	414,979 59
" " ..	1876	2,388,733 46	810 75	178,411 80	190,578 45	390,337 04
" " .	1877	4,131,374 30	22 30	179,661 40	138,448 51	390,857 37
" " ..	1878	3,843,338 62	.....	187,521 31	122,251 60	373,814 17
" " ..	1879	3,064,098 61	.....	191,892 44	115,349 99	337,675 13
" " ..	1880	2,123,366 34	.....	195,039 33	147,167 52	341,598 14
" " ..	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
" " ..	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
" " ..	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
" " ..	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
" " ..	1885	1,504,621 47	58,298 29	280,226 20	201,708 47	321,289 47
" " ..	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
" " .	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
" " ..	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
" " ..	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
" " ..	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
" " ..	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
" " ..	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
" " ..	1893	2,069,573 30	196,185 84	291,048 97	204,759 39	357,089 87
" " ..	1894	3,027,164 19	110,512 07	294,446 34	179,630 13	387,788 97
" " ..	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
" " ..	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
" " ..	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 53
" " ..	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 81
" " ..	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 38
" " ..	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 86
" " ..	1901	2,360,569 89	135,500 57	314,095 04	262,876 07	315,425 69
" " ..	1902	2,114,689 88	213,044 91	317,838 61	263,768 27	300,413 68
" " ..	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213 15
" " ..	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	79,536 51
" " ..	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 21
" " ..	1906	1,552,121 21	310,716 70	447,962 92	375,889 60	108,067 76
" " ..	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 15
" " ..	1908	1,708,156 37	483,250 11	473,638 95	411,660 53	144,882 13
" " ..	1909	1,868,834 45	699,304 73	475,515 04	433,958 10	199,501 26
" " ..	1910	1,650,706 64	459,835 62	515,585 16	491,793 02	193,384 28
" " ..	1911	2,349,474 49	385,534 55	511,305 94	471,530 32	221,138 49
" " ..	1912	2,554,938 91	384,860 73	585,899 54	555,709 95	264,114 48
Total	....	101,866,829 07	6,993,163 13	12,792,515 63	10,516,143 21	14,641,607 11

* This does not include expenditure which has been charged to Canals General but only the amount expended on specified canals.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

CANAL REVENUE STATEMENT FOR YEAR ENDING MARCH 31, 1912.

Canal Revenue.			Hydraulic and other Rents, &c.	Total.	Collection Divisions. 1911-12.	Deposits to the credit of the Receiver General.		Total.	Cost of Staff, Repairs and Offices of Collection, chargeable to Revenue.
Wharfage, Storage, &c.	Port Colborne Elevator.	Total Canal Revenue Accrued.				On Account. Canal Revenue.	On Account. Hydraulic Rents.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.
					Welland Canal				238,915 40
12 30		12 30	6,320 55	6,332 85	Port Colborne	12 30	6,320 55	6,332 85	3,184 46
293 44		293 44	40,421 93	40,715 37	Port Dalhousie	293 44	40,421 93	40,715 37	2,614 67
	46,590 72	46,590 72		46,590 72	Port Colborne Elevator	46,590 72		46,590 72	23,615 46
305 74	46,590 72	46,896 46	46,742 48	93,638 94	Totals	46,896 46	46,742 48	93,638 94	268,329 99
					St. Lawrence Canals				484,663 28
			14,665 69	14,665 69	Beauharnois		14,665 69	14,665 69	
691 48		691 48	5,864 50	6,555 98	Cornwall	691 48	5,864 50	6,555 98	1,960 85
70 00		70 00	2,310 00	2,380 00	Cardinal	70 00	2,310 00	2,380 00	813 10
908 80		908 80		908 80	Lachine	908 80		908 80	2,629 53
12,395 25		12,395 25	116,438 51	128,833 76	Montreal	12,395 25	116,438 51	128,833 76	13,243 11
10 00		10 00	3,117 00	3,127 00	Coteau Landing	10 00	3,117 00	3,127 00	1,831 83
					Kingston				722 20
14,075 53		14,075 53	142,395 70	156,471 23	Totals	14,075 53	142,395 70	156,471 23	505,866 40
					Chambly Canal				71,503 33
4 00		4 00	50 00	54 00	Chambly	4 00	50 00	54 00	1,534 05
			38 00	38 00	St. Johns		38 00	38 00	1,815 98
					St. Ours				756 10
4 00		4 00	88 00	92 00	Totals	4 00	88 00	92 00	75,609 46
					Ottawa Canals				42,536 70
			5 00	5 00	Grenville		5 00	5 00	679 50
			184 00	184 00	Carillon		184 00	184 00	723 02
			30 00	30 00	Ste. Anne's Lock		30 00	30 00	966 00
			219 00	219 00	Totals		219 00	219 00	44,905 22

467 22		467 22	3,190 05	3,657 27	*Rideau Canal*				144,423 15
50 60		50 00	323 00	373 00	Ottawa	467 22	3,190 05	3,657 27	1,754 81
55 00		55 00	80 70	135 70	Kingston Mills	50 00	323 00	373 00	545 90
					Smith's Falls	55 00	80 70	135 70	560 85
572 22		572 22	3,593 75	4,165 97	Totals	572 22	3,593 75	4,165 97	147,284 71
			32 00	32 00	*St. Peter's Canal*		32 00	32 00	5,330 11
			5 00	5 00	*Murray Canal* — Brighton		5 00	5 00	8,032 87
					Trent Valley Canal				94,986 80
					Bobcaygeon				99 96
					Rosedale				101 75
					Gamebridge				50 00
94 50		94 50	8,405 84	8,500 34	Peterborough	94 50	8,405 84	8,500 34	220 00
					Young's Point				150 75
94 50		94 50	8,405 84	8,500 34	Totals	94 50	8,405 84	8,500 34	95,609 26
485 00		485 00	505 00	990 00	*Sault Ste. Marie Canal*	485 00	505 00	990 00	57,776 76
15,536 99	46,590 72	62,127 71	201,986 77	264,114 48	Totals	62,127 71	201,986 77	264,114 48	1,208,744 78
					Dredge Vessels				17,968 28
					Department of Public Printing and Stationery				774 40
					General				25,171 24
					Grand Totals	62.127 71	201,986 77	264,114 48	1,251,658 70
					Less Refunds			397 73	
					Net Revenue			263,716 75	

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, August 1, 1912.

HYDRAULIC AND OTHER RENTS.

Balance due April 1, 1911.	Accrued during the year ended March 31, 1912	Total.	Canals.	Abatement unearned rent.	Deposited to the credit of the Receiver General.	Paid into hands of the Collectors.	Balance due March 31, 1912	Totals.
$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
48,821 45	82,077 31	130,898 76	....Welland	885 00	46,742 48	46,742 48	83,226 28	130,898 76
4,178 17	3,435 00	7,613 17	....Williamsburg		2,310 00	2,310 00	5,303 17	7,613 17
3,058 12	7,605 50	10,663 62	....Cornwall		5,864 50	5,864 50	4,799 12	10,663 62
7,057 34	14,864 54	21,921 88	....Beauharnois		14,665 69	14,665 69	7,256 19	21,921 88
42,569 25	115,332 61	157,901 86	....Lachine	4,360 34	116,438 51	116,438 51	37,148 01	157,901 86
885 84	138 00	1,023 84	....Chambly	50 00	88 00	88 00	885 84	1,023 84
5,702 70	4,221 00	9,923 70	....Rideau		3,593 75	3,593 75	6,329 95	9,923 70
763 45	9,028 94	9,792 39	. . Trent	18 75	8,405 84	8,405 84	1,367 80	9,792 39
70 00	515 00	585 00	... Sault Ste. Marie		505 00	505 00	80 00	585 00
27,545 65	595 00	28,140 65	....Carillon & Grenville	46 57	189 00	189 00	27,905 08	28,140 65
	3,117 00	3,117 00	....Soulanges		3,117 00	3,117 00		3,117 00
9 00	69 00	78 00	....Sundry Canals		67 00	67 00	11 00	78 00
140,660 97	240,998 90	381,659 87	Totals	5,360 66	201,986 77	201,986 77	174,312 44	381,659 87

W. C. LITTLE,
Accountant

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August, 1, 1912.

SESSIONAL PAPER No. 20

RECAPITULATION—STATEMENT OF EXPENDITURE BY CANAL TO MARCH 31, 1912.

Canals.	Capital.	Income.	Staff.	Repairs.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Bay Verte		44,387 53			44,387 53
Beauharnois	1,636,690 26	265,810 84	649,574 89	525,691 23	3,077,767 22
Carillon and Grenville	4,182,092 96	340,192 61	683,765 84	500,290 21	5,706,341 62
Chambly	716,470 42	723,610 78	807,091 16	743,081 41	2,990,253 77
Cornwall	7,242,804 21	488,662 62	1,223 207 95	765,717 98	9,720,392 76
Culbute Lock	382,776 46	60,923 37	11,507 48	7,036 15	462,243 46
Lachine	12,941,678 99	1,368,025 41	2,261,910 50	1,615,873 45	18,187,488 35
Lake St. Francis	75,906 71	25,043 68			100,950 39
Lake St. Louis	298,176 11				298,176 11
Murray	1,248,946 71	86,354 09	111,676 82	81,422 79	1,528,400 41
Rideau	4,085,889 21	467,527 57	1,424,167 86	1,311,893 97	7,289,478 61
Sault Ste. Marie	4,941,557 07	266,371 20	287,813 28	238,860 67	5,734,602 22
Soulanges	7,515,623 18	102,663 96	345,294 11	309,640 13	8,273,221 38
Ste. Anne's Lock	1,170,215 63	69,621 46	97,793 24	120,437 06	1,458,067 39
St. Lawrence River and Canals	3,469,913 41	128,298 11			3,598,211 52
St. Ours' Lock	125,843 93	169,985 80	97,709 93	84,333 96	477,873 62
St. Peter's	648,547 14	156,342 68	96,407 72	34,278 18	935,575 72
Tay	489,599 23	748 65			490,347 88
Trent	11,302,045 89	755,045 10	327,506 45	477,755 63	12,862,353 07
Welland	28,903,239 86	1,315,210 53	3,879,087 81	3,227,010 59	37,324,548 79
Williamsburg	10,488,811 69	158 337 14	488,000 59	472,819 80	11,607,969 22
	101,866,829 07	6,993,163 13	12,792,515 63	10,516,143 21	132,168,651 04
Expendit. on Canals General					2,286,429 12
Total expenditure on Canals					134,455,080 16

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

ANNAPOLIS AND DIGBY RAILWAY.

	Year.	Capital.	Income Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
" " "	1875		
" " "	1876		
" " "	1877		
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		
" " "	1882		
" " "	1883		
" " "	1884		
" " "	1885		
" " "	1886		
" " "	1887		
" " "	1888		
" " "	1889	9,847 27	
" " "	1890	381,942 75	
" " "	1891	196,869 36	
" " "	1892	26,129 89	
" " "	1893	2,190 62	
" " "	1894	1,675 36	
" " "	1895	570 55	
" " "	1896		
" " "	1897	41,457 29	
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		8,381 82
" " "	1902		
" " "	1903		
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" " "	1911		
" " "	1912		
Total		*660,683 09	8,381 82

* Of this amount Parliament voted under 52 Vic., chap. 8, the sum of $500,000 as a subsidy to the Western Counties Railway, N.S.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August, 1, 1912.

CANADA EASTERN RAILWAY.

	Year.	Capital.
		$ cts.
Government expenditure prior to Confederation		
" since "	1868	
" " "	1869	
" " "	1870	
" " "	1871	
" " "	1872	
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" " "	1900	
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" " "	1904	
" " "	1905	800,000 00
" " "	1906	
" " "	1907	
" " "	1908	19,000 00
" " "	1909	
" " "	1910	
" " "	1911	
" " "	1912	
Total		*819,000 00

*Included in total cost of Intercolonial Railway system, page 45.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, August 1, 1912.

CANADIAN PACIFIC RAILWAY.

	Year.	Construction, including subsidy of $25,000,000.	Working Expenses.	Revenue received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation. ..	.....	....	.....	... .
" since " ...	1868	....	....	.. . .
" " " ...	1869	.....	... .	....
" " " ...	1870	.....	....	.....
" " " ...	1871	30,148 32	....	... .
" " " ...	1872	489,428 16	....	. .....
" " " ...	1873	561,818 44	.....	..... .
" " " ..	1874	310,224 88	....	.....
" " " ...	1875	1,546,241 67	.....	.. . .
" " " ...	1876	3,346,567 06	....	.. ..
" " " ...	1877	1,691,149 97	.....	....
" " " ...	1878	2,228,373 13	....	.....
" " " ...	1879	2,240,285 47	....	.. ..
" " " ...	1880	4,044,522 72	78,892 01	104,975 69
" " " ...	1881	4,968,503 93	236,944 98	291,498 06
" " " ...	1882	(1) 4,589,075 79	1,786 20	....
" " " ...	1883	(2) 10,033,800 04	266 09	....
" " " ...	1884	(3) 11,192,722 02	327 02	.....
" " " ...	1885	(4) 9,900,281 53	.....	.....
" " " ...	1886	(5) 3,672,584 81	.....	....
" " " ...	1887	(6) 915,057 49	... .	.....
" " " ...	1888	52,098 65	.....	.. ..
" " " ...	1889	86,716 07	.....	.....
" " " ...	1890	40,980 54	....	....
" " " ...	1891	37,367 00	....	.. ..
" " " ...	1892	66,211 39	.....	....
" " " ...	1893	413,836 49	....	.....
" " " ...	1894	146,539 87	....	... .
" " " ...	1895	49,209 77	.. ..	....
" " " ...	1896	65,669 49	.....	.....
" " " ...	1897	14,054 50	....	. .. .
" " " ...	1898	692 17	....	.....
" " " ...	1899	8,418 53	....	. . ..
" " " ...	1900	236 11	.....	.....
" " " ...	1901	8,978 87	.....	.....
" " " ...	1902	448 70	....	..... .
" " " ...	1903	. .....	....	.....
" " " ...	1904	33,076 39	....	.....
" " " ...	1905	....	.....	....
" " " ...	1906	... .	.....	.....
" " " ...	1907	.....	.....	.....
" " " ...	1908	600 00	. ...	.....
" " " ...	1909	937 77	....	....
" " " ...	1910	....	....	.....
" " " ...	1911	2,918 35	.....	....
" " " ...	1912	....	... .	....
Total.....	....	*62,789,776 09	318,216 30	396,473 75

* Agrees with Public Accounts Balance Sheet, 1911-1912, page 8.

(1) Including.. ..... $ 2,210,000 00 on account subsidy.
(2) " ... . 5,323,076 60 "
(3) " ... . 7,254,208 27 "
(4) " ... . 6,862,201 00 "
(5) " .... 2,890,427 00 "
(6) " ..... 460,087 13 "

†$25,000,000 00

† *See* also statement page 56 and following for the expenditure.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

CAPE BRETON RAILWAY.

	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
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" " "	1886		
" " "	1887	76,501 89	
" " "	1888	689,450 50	
" " "	1889	1,083,276 60	
" " "	1890	1,170,523 62	
" " "	1891	521,441 62	
" " "	1892	99,936 96	
" " "	1893	59,982 74	
" " "	1894	158,770 61	
" " "	1895	*	
" " "	1896	*	
" " "	1897	405 00	
" " "	1898	389 60	
" " "	1899		
" " "	1900		
" " "	1901		
" " "	1902		
" " "	1903		
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" " "	1908		
" " "	1909		
" " "	1910		
" " "	1911		
" " "	1912		
Total		§3,860,679 14	†

* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses. Included in total cost of Intercolonial Railway system, see page 45.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

CARLETON BRANCH RAILWAY.

	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
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" " "	1885		
" " "	1886	85,610 69	
" " "	1887	2,299 62	
" " "	1888	500 17	
" " "	1889		
" " "	1890		
" " "	1891		
" " "	1892		
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" " "	1911		
" " "	1912		
Total		88,410 48	
* Less amount received from city of St. John, N.B.		40,000 00	
		48,410 48	

* Victoria, chap. 6, transferred the Carleton Branch Railway to the city of St. John N.B. for the sum of $40,000, which sum was paid, in March, 1893, to the Receiver General.

W. C. LITTLE.
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August, 1, 1912.

SESSIONAL PAPER No. 20

DRUMMOND COUNTY RAILWAY.

	Year.	Construction.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since " "	1868		
" " " "	1869		
" " " "	1870		
" " " "	1871		
" " " "	1872		
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" " " "	1900	1,459,000 00	
" " " "	1901		
" " " "	1902	5,000 00	
" " " "	1903		
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" " " "	1905		
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" " " "	1910		
" " " "	1911		
" " " "	1912		
Total		*1464,000 00	

*Included in total cost of Intercolonial Railway system, page 45.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

EASTERN EXTENSION RAILWAY.

——	Year.	Capital.	Working Expenses.	Revenue Received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation				
" since "	1868			
" " "	1869			
" " "	1870			
" " "	1871			
" " "	1872			
" " "	1873			
" " "	1874			
" " "	1875			
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" " "	1882			
" " "	1883			
" " "	1884	1,284,311 97	10,033 77	30,767 66
" " "	1885	2,055 92	78,273 65	73,050 01
" " "	1886	183 79	94,756 06	66,893 11
" " "	1887		94,254 04	64,107 10
" " "	1888		90,954 73	70,552 20
" " "	1889	34,235 73	90,719 04	72,436 65
" " "	1890		79,102 77	84,658 95
" " "	1891	3,255 40	*	†
" " "	1892		*	†
" " "	1893		*	†
" " "	1894		*	†
" " "	1895		*	†
" " "	1896		*	†
" " "	1897		*	†
" " "	1898		*	†
" " "	1899		*	†
" " "	1900		*	†
" " "	1901		*	†
" " "	1902		*	†
" " "	1903		*	†
" " "	1904		*	†
" " "	1905		*	†
" " "	1906		*	†
" " "	1907		*	†
" " "	1908		*	†
" " "	1909		*	†
" " "	1910		*	†
" " "	1911		*	†
" " "	1912		*	†
Total		‡ 1,324,042 81	538,094 06	462,465 68

* Included in Intercolonial Railway expenses. † Included in Intercolonial Railway revenue.

‡ Included in total cost of Intercolonial Railway system, page 45.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.

OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

HUDSON BAY RAILWAY.

—	Year.	Capital.
		$ cts.
Government expenditure prior to Confederation		
" since "	1868	
" " "	1869	
" " "	1870	
" " "	1871	
" " "	1872	
" " "	1873	
" " "	1874	
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" " "	1907	
" " "	1908	
" " "	1909	92,427 83
" " "	1910	53,042 63
" " "	1911	184,149 81
" " "	1912	159,632 00
Total		489,252 27

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, August 1, 1912.

INTERCOLONIAL RAILWAY.

—	Year.	Construction.	Income.	Working Expenses including Windsor Branch Ry.	Revenue received, including Windsor Branch Ry.
		$ cts.	$ cts.	$ cts.	$ cts.
Expenditure prior to Confederation		10,766,725 54			
since.	1868	483,353 65		359,961 08	420,752 58
" "	1869	282,615 18		387,548 47	455,022 76
" "	1870	1,729,381 49		445,208 75	471,245 09
" "	1871	2,916,782 13		442,993 31	565,713 52
" "	1872	5,131,141 51		595,076 22	622,900 56
" "	1873	5,201,450 37		1,011,892 60	703,458 26
" "	1874	3,614,898 81		1,847,175 24	893,430 17
" "	1875	3,426,099 55		1,532,589 62	861,593 43
" "	1876	1,108,321 59		1,277,197 79	848,861 46
" "	1877	1,318,352 19		1,661,673 55	1,154,445 35
" "	1878	408,816 74		1,811,273 56	1,378,946 78
" "	1879	226,639 19		2,010,183 22	1,294,099 69
" "	1880	2,048,014 60		1,607,956 70	1,520,310 45
" "	1881	608,732 80		1,780,353 53	1,777,856 76
" "	1882	585,568 79		2,080,592 37	2,100,315 85
" "	1883	1,616,632 96		2,383,477 20	2,395,034 99
" "	1884	1,405,377 52		2,366,719 95	2,376,666 19
" "	1885	1,195,363 08		2,460,229 87	2,392,605 00
" "	1886	544,958 17		2,508,473 10	2,406,858 88
" "	1887	823,070 86		2,854,158 91	2,621,337 41
" "	1888	742,203 09		3,300,481 94	2,937,337 40
" "	1889	655,228 13		3,174,785 19	2,923,736 46
" "	1890	365,246 48		3,500,455 80	2,958,243 38
" "	1891	79,929 34		3,691,273 65	3,007,630 51
" "	1892	168,101 77		3,458,891 39	2,978,950 82
" "	1893	228,984 79		3,062,207 45	3,099,815 20
" "	1894	166,362 43		2,999,317 07	3,020,485 74
" "	1895	327,034 51		2,964,940 98	2,979,795 59
" "	1896	259,105 23		3,029,304 08	2,994,201 93
" "	1897	145,142 00		2,936,789 71	2,906,631 25
" "	1898	252,367 20	70,000 00	3,275,830 14	3,154,896 49
" "	1899	1,081,929 94	210,000 00	3,478,559 30	3,775,558 08
" "	1900	1,796,348 29		4,444,296 25	4,599,423 14
" "	1901	3,633,836 57		5,477,285 30	5,019,497 76
" "	1902	4,621,841 05		5,596,939 57	5,720,990 50
" "	1903	2,254,266 68		6,214,496 38	6,366,884 53
" "	1904	†1,880,856 60		7,264,263 13	6,392,865 48
" "	1905	3,937,621 93		8,535,689 91	6,833,561 50
" "	1906	‡3,765,170 90		7,599,400 33	7,693,282 40
" "	1907	1,506,209 26		6,045,597 15	6,293,751 52
" "	1908	4,363,494 01		9,195,347 64	9,229,989 21
" "	1909	3,867,232 16		9,364,256 10	8,583,100 79
" "	1910	1,278,409 45		8,668,620 23	9,328,888 97
" "	1911	762,869 06		9,613,774 77	9,911,974 83
" "	1912	1,710,448 56		10,624,889 89	10,666,962 44
Total		*85,292,536 15	280,000 00	168,036,428 39	160,639,911 10

* Including $296,872.90 paid to Nova Scotia Ry. and European and North American Ry., N.B., and charged to 'Consolidated Fund.'

† Expenditure for year $1,894,856 90
Less refunds of previous years 14,000 30

$1,880,856 60

‡ Expenditure for the year $3,760,942 95
Add refunded cheque of 1901-2 paid during fiscal year 1905-6 ..... 4,227 95

$3,765,170 90

Statement continued page 45.

INTERCOLONIAL RAILWAY—*Concluded.*

Total cost of construction as shown on page 44			†$85,292,536 15
Less amounts transferred from Capital to Consolidated Fund as follows :—			
European and North American Railway from 1868 to 1873	$ 88,363 18		
Nova Scotia Railway from 1868 to 1873	208,509 72		
		$296,872 90	
			$ 84,995,663 25
To which add the following :—			
Canada Eastern Railway, page 37			819,000 00
Cape-Breton Railway, page 39			3,860,679 14
Drummond County Railway, page 41			1,464,000 00
Eastern Extension Railway, page 42			1,324,042 81
Montreal and European Short Line Railway, page 46			333,942 72
Oxford and New-Glasgow Railway, page 48			1,949,063 21
Total capital cost of Intercolonial Railway System			*$ 94,746,391 13

*Agreeing, less outstanding cheques, with Public Accounts, 1911-1912, page 4.

† Includes $220.48, amount of an Exchequer Court award in 1907 against the Oxford and New-Glasgow Railway.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August, 1, 1912.

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

	Year.	Construction.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
" " "	1875		
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" " "	1882		
" " "	1883		
" " "	1884		
" " "	1885	49,587 45	
" " "	1886	135 214 38	
" " "	1887	24,157 32	
" " "	1888	397 35	
" " "	1889		
" " "	1890		
" " "	1891	124,568 23	
" " "	1892		
" " "	1893		
" " "	1894	17 99	
" " "	1895		
" " "	1896		
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" " "	1910		
" " "	1911		
" " "	1912		
Total		*333,942 72	

* Included in total cost of Intercolonial Railway system, page 45.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA August 1, 1912.

NATIONAL TRANSCONTINENTAL RAILWAY.

	Year.	Construction.
		$ cts.
Government expenditure prior to Confederation		
" since "	1868	
" " "	1869	
" " "	1870	
" " "	1871	
" " "	1872	
" " "	1873	
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" " "	1899	
" " "	1900	
" " "	1901	
" " "	1902	
" " "	1903	
" " "	1904	6,249 40
" " "	1905	778,491 28
" " "	1906	1,841,269 95
" " "	1907	5,537,867 50
" " "	1908	18,910,449 41
" " "	1909	24,892,422 68
" " "	1910	19,968,126 86
" " "	1911	23,488,208 40
" " "	1912	21,110,683 05
Total		*116,533,768 53

*Agrees with Public Accounts Balance Sheet, 1911-1912, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

OXFORD AND NEW GLASGOW RAILWAY.

—	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
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" " "	1888	280,932 35	
" " "	1889	840,553 57	
" " "	1890	434,074 60	
" " "	1891	220,886 39	
" " "	1892	48,745 23	
" " "	1893	7,922 80	
" " "	1894	112,382 75	
" " "	1895	*	
" " "	1896	*	
" " "	1897	3,565 52	
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" " "	1911		
" " "	1912		
Total ...		‡ 1,949,063 21	†

* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.

‡ Included in total cost of Intercolonial Railway system, page 45. Add $220.48 amount of Exchequer Court Award paid in 1907 and included in Intercolonial Ry.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

	Year.	Construction.	Working Expenses.	Revenue received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation.		3,114,785 11		
" since "	1874		750 00	
" " "	1875	46,086 63	49,344 62	24,493 99
" " "	1876	42,546 10	219,930 43	118,060 96
" " "	1877	200,000 00	228,595 25	130,664 92
" " "	1878	6,551 86	221,599 49	135,899 60
" " "	1879	40,129 05	223,313 12	125,855 91
" " "	1880	16,539 82	164,640 55	113,851 11
" " "	1881		203,122 88	131,131 43
" " "	1882	402 03	228,259 97	137,267 54
" " "	1883	57,186 02	252,808 41	146,170 42
" " "	1884	130,663 38	236,428 13	144,504 12
" " "	1885	76,956 56	211,207 01	158,588 06
" " "	1886	4,668 33	216,744 34	155,584 36
" " "	1887	5,800 00	204,237 45	155,303 37
" " "	1888		229,639 95	158,363 62
" " "	1889		247,559 44	171,369 56
" " "	1890		266,485 85	160,971 78
" " "	1891		257,990 08	174,258 05
" " "	1892	8,300 49	289,706 38	157,442 69
" " "	1893		226,422 17	162,690 42
" " "	1894		226,891 06	158,533 83
" " "	1895		232,905 19	149,654 78
" " "	1896		225,138 56	146,476 54
" " "	1897		240,489 90	153,443 13
" " "	1898	17,541 88	231,418 74	158,950 61
" " "	1899	22,000 00	218,053 01	165,012 03
" " "	1900	53,546 02	220,931 81	174,738 73
" " "	1901	280,173 93	261,766 24	193,883 48
" " "	1902	475,997 94	270,159 97	197,999 93
" " "	1903	829,414 18	259,637 82	217,714 24
" " "	1904	698,877 47	335,695 44	234,390 03
" " "	1905	591,412 65	370,464 44	217,330 61
" " "	1906	496,124 89	294,253 16	257,270 57
" " "	1907	91,710 52	283,148 50	215,434 97
" " "	1908	390,461 83	399,947 79	304,579 83
" " "	1909	561,206 90	400,330 41	311,319 63
" " "	1910	206,396 97	427,283 73	319,074 74
" " "	1911	94,320 56	424,104 00	337,419 55
" " "	1912	128,011 91	449,962 91	367,203 39
Total		*8,687,793 03	9,951,368 20	6,942,902 53

* Agrees with Public Accounts Balance Sheet, 1911-1912, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

QUEBEC BRIDGE.

	Year.	Capital.	Income.
		$ cts.	$ cts.
Government expenditure prior to Confederation	1868		
" since "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
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" " "	1908		
" " "	1909		422,867 12
" " "	1910		111,788 02
" " "	1911	227,563 40	
" " "	1912	603,293 07	
Total		830,856 47	534,655 14
Less amount received from the Phoenix Bridge Co., 1910			100,000 00
Total		830,856 47	434,655 14

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

YUKON TERRITORY WORKS.

(Stikine-Teslin Railway.)

	Year.	Construction.
		$ cts.
Government expenditure prior to Confederation		
" since "	1868	
" " "	1869	
" " "	1870	
" " "	1871	
" " "	1872	
" " "	1873	
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" " "	1900	
" " "	1901	
" " "	1902	283,323 55
" " "	1903	
" " "	1904	
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" " "	1906	
" " "	1907	
" " "	1908	
" " "	1909	
" " "	1910	
" " "	1911	
" " "	1912	
Total		*283,323 55

* Included in Public Accounts Balance Sheet, 1902-1903, page 6.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

STATEMENT showing amount expended on Capital Account on Railways—including Quebec Bridge Reconstruction.

Railways.	—	—
	$ cts.	$ cts.
Intercolonial	84,995,663 25	
Cape Breton	3,860,679 14	
Oxford and New Glasgow	1,949,063 21	
Eastern Extension	1,324,042 81	
Drummond County	1,464,000 00	
Montreal and European Short Line	333,942 72	
Canada Eastern	819,000 00	
Total		94,746,391 13
Carleton Branch		48,410 48
Prince Edward Island		8,687,793 03
Canadian Pacific		62,789,776 09
Annapolis and Digby		660,683 09
Yukon Territory Works (Stikine-Teslin Ry)		283,323 55
National Transcontinental		116,533,768 53
Governor General's car		56,538 82
Hudson Bay Railway		489,252 27
Quebec Bridge Reconstruction		830,856 47
Total		285,126,793 46
Memo. re Recapitulation—Railways.		
Total cost as per statement above		285,126,793 46
Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, *see* statement page 45		296,872 90
Agreeing with total amount paid of Construction, as per statement, page 53		285,423,666 36

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

RECAPITULATION—GOVERNMENT RAILWAYS.

——	Year.	Construction.	Working expenses.	Revenue.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	.....	13,881,460 65	.....	.....
" since "	1868	483,353 65	359,961 08	420,752 58
" " "	1869	282,615 18	387,548 47	455,022 76
" " "	1870	1,729,381 49	445,208 75	471,245 09
" " "	1871	2,946,930 45	442,993 31	565,713 52
" " "	1872	5,620,569 67	595,076 22	622,900 56
" " "	1873	5,763,268 81	1,011,892 60	703,458 26
" " "	1874	3,925,123 69	1,847,925 24	893,430 17
" " "	1875	5,018,427 85	1,581,934 24	886,087 42
" " "	1876	4,497,434 75	1,497,128 22	966,922 42
" " "	1877	3,209,502 16	1,890,268 80	1,285,110 27
" " "	1878	2,643,741 73	2,032,873 05	1,514,846 38
" " "	1879	2,507,053 71	2,233,496 34	1,419,955 60
" " "	1880	6,109,077 14	1,851,489 26	1,739,137 25
" " "	1881	5,577,236 73	2,220,421 39	2,200,486 25
" " "	1882	5,175,046 61	2,310,638 54	2,237,583 39
" " "	1883	11,707,619 02	2,636,551 70	2,541,205 41
" " "	1884	14,013,074 89	2,613,508 87	2,551,937 97
" " "	1885	11,224,244 54	2,749,710 53	2,624,243 07
" " "	1886	4,443,220 17	2,819,973 50	2,628,336 35
" " "	1887	1,846,887 18	3,152,650 40	2,840,747 88
" " "	1888	1,765,582 11	3,621,076 62	3,166,253 22
" " "	1889	2,709,857 37	3,513,063 67	3,167,542 67
" " "	1890	2,392,767 99	3,846,044 42	3,203,874 11
" " "	1891	1,184,317 34	3,949,263 73	3,181,888 56
" " "	1892	417,425 73	3,748,597 77	3,136,393 51
" " "	1893	712,917 44	3,288,629 62	3,262,505 62
" " "	1894	585,749 01	3,226,208 13	3,179,019 57
" " "	1895	376,814 83	3,197,846 17	3,129,450 37
" " "	1896	324,774 72	3,254,442 64	3,140,678 47
" " "	1897	204,624 31	3,195,959 58	3,060,074 38
" " "	1898	270,990 85	3,507,248 88	3,313,847 10
" " "	1899	1,112,348 47	3,696,612 31	3,940,570 11
" " "	1900	3,309,130 42	4,665,228 06	4,774,161 87
" " "	1901	3,922,989 37	5,739,051 54	5,213,381 24
" " "	1902	5,386,611 24	5,861,099 54	5,918,990 43
" " "	1903	3,083,680 86	6,474,134 20	6,584,598 77
" " "	1904	2,619,059 86	7,599,958 57	6,627,255 51
" " "	1905	6,125,481 79	8,906,154 35	7,050,892 11
" " "	1906	6,102,565 74	7,893,653 49	7,950,552 97
" " "	1907	7,174,370 17	6,328,745 65	6,509,186 49
" " "	1908	23,684,005 25	9,595,295 43	9,534,569 04
" " "	1909	29,414,227 34	9,764,586 51	8,894,420 42
" " "	1910	21,505,975 91	9,095,903 96	9,647,963 71
" " "	1911	24,760,029 58	10,037,878 77	10,249,394 38
" " "	1912	23,712,098 59	11,074,852 80	11,034,165 83
....	.....	*285,463,666 36	179,762,786 92	168,440,753 06

* Total amount paid on construction $285,463,666 36
Less amount received from the City of St. John, N.-B., as purchase price of the Carleton Branch Railway 40,000 00

Cost of construction ..... †$285,423,666 36

† Agreeing with amount expended on Capital Account on Railways, see page 52.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August, 1, 1912.

STATEMENT showing Miscellaneous Expenditure of the Department of Railways and Canals yearly.

Year ending.	Chargeable to Capital.	Chargeable to Income.			Chargeable to Revenue.			Total, Yearly Expenditure
	Canals.	Canals.	Railways.	General.	Canals.	Railways.	General.	
	$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1868.				6,305 66	12,000 00		2,416 66	20,722 32
1869.				8,367 52	12,000 00		1,000 00	21,367 52
1870.				7,853 03	18,698 89		7,679 78	34,231 70
1871				34,773 72	12,018 98			46,792 70
1872.				20,049 50	12,208 76			32,258 26
1873.				36,891 74	12,099 44		6,889 20	55,880 38
1874.				40,098 84	12,959 25		5,428 98	58,487 07
1875.				35,579 24	12,047 43		5,620 17	53,246 84
1876.				42,920 10	86 08		5,690 28	48,696 46
1877.					51 87	43,639 97		43,691 84
1878.		1,860 00			556 00		34,388 59	36,804 59
1879.								
1880.		2,561 55			323 16			2,884 71
1881.		2,338 41			5,535 22			7,873 63
1882.					9,826 23			9,826 23
1883.		11,781 27			6,978 54			18,759 81
1884.		7,486 62	62,256 58		8,305 41			78,048 61
1885.		16,725 47	11,003 38		1,210 61			28,939 46
1886.		20,323 62	10,383 59		776 30			31,483 51
1887.		23,512 00	23,545 34		649 04			47,706 38
1888.		34,533 07	22,898 90		5,799 83			63,231 80
1889.		10,091 87	16,552 64		5,207 64			31,852 15
1890.		16,426 69	50,909 74		49,550 21			116,886 64
1891.		16,925 31	16,314 41		56,922 05			90,161 77
1892		6,540 49	19,062 51		65,074 07			90,677 07
1893.		8,498 41	4,313 73	28,640 93	63,965 54			105,418 61
1894.		2,883 11	4,855 11	15,746 31	60,265 22			83,749 75
1895.		4,132 28	13,221 27	19,304 87	60,769 56			97,427 98
1896.		10,893 40	6,562 20	25,194 21	70,340 22			112,990 03
1897.		2,937 47	5,118 99	25,142 90	62,777 12		597 39	96,573 87
1898.		1,719 69	8,327 96	28,042 10	56,284 42	1,400 00		95,774 17
1899.		1,318 79	67,005 86	22,085 19	66,850 29			157,260 13
1900.		11,873 35	33,496 99	22,802 18	58,836 57			127,009 09
1901.		12,267 99	28,658 78	33,986 68	61,938 61			136,852 06
1902.		3,658 23	21,752 58	34,138 50	65,770 65			125,319 96
1903.		2,491 84	15,570 43	35,398 00	63,175 19			116,635 46
1904.		3,730 79	85,353 17	36,262 32	66,067 30			191,413 58
1905.		1,498 14	97,507 00	38,660 52	64,515 07			202,180 73
1906.		9,160 44	99,018 80	37,484 64	62,171 45			207,835 33
1907.		9,687 55	92,115 62	34,183 75	66,251 27			202,238 19
1908.	14,999 70	24,760 08	178,266 39	45,115 99	105,518 99			368,661 15
1909.	5,034 00	28,819 54	181,615 90	20,912 04	106,055 87			342,447 35
1910.		29,421 06	200,329 52	4,706 79	111,755 68			346,213 05
1911.		54,734 48	218,178 85	2,369 52	103,398 27	1,000 00		379,681 12
1912.	5,999 20	57,151 70	257,670 45	2,922 06	110,049 21	3,950 00		437,742 62
	26,032 90	452,744 71	1,851,866 69	745,938 85	1,807,651 51	49,989 97	69,711 05	5,003,935 68

N. B.—The expenditure of Quebec Bridge included in Miscellaneous Expenditure (income railways) in 1909 and 1910 has been deducted from each of these years to form a separate account under the heading of "QUEBEC BRIDGE."

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, August 1, 1912.

RECAPITULATION—RAILWAYS AND CANALS, TO MARCH 31, 1912.

Expenditure.

Chargeable to Capital Account—				
Railways, *see* Statement page 52			$ 285,126,793 46	
Canals " " 31 and 54			101,892,861 97	
				$ 387,019,655 43
Chargeable to Consolidated Fund—				
* Railway Subsidies as per Statement No. 3, page 56 to 67			$ 43,594,408 57	
Income Account—				
Intercolonial Railway	*see* page 44	$ 280,000 00		
Add amount transferred from Capital	" 45	296,872 90		
Railways	" 54	1,851,866 69		
Canals	" 31	6,993,163 13		
"	" 54	452,744 71		
General Railways and Canals	" 54	745,938 85		
Quebec Bridge	" 50	434,655 14		
			11,055,241 42	
Revenue Account—				
Canals—Operating and maintaining staff, *see* page 31		$ 12,792,515 63		
Canals—Repairs, *see* page 31		10,516,143 21		
" " " 54		1,807,651 51		
Railways—Working expenses *see* page 53		179,762,786 92		
" " " 54		49,989 97		
General—Railways and Canals " 54		69,711 05		
			204,998,798 29	
				259,648,448 28
Total expenditure on Railways and Canals				$ 646,668,103 71

EXPENDITURE AS ABOVE SEPARATED AS BETWEEN RAILWAYS AND CANALS.

Railways.

Capital Account	$ 285,126,793 46	
Consolidated Fund	226,270,580 19	
		$ 511,397,373 65

Canals.

Capital Account	$ 101,892,861 97	
Consolidated Fund	32,562,218 19	
		$ 134,455,080 16
Total		$ 645,852,453 81

General, Common to both.

Consolidated Fund	815,649 90
Total, expenditure on Railways and Canals	$ 646,668,103 71

REVENUE, SEPARATED AS BETWEEN RAILWAYS AND CANALS.

Railways—Revenue received from July 1, 1867, to March 31, 1911 (for details *see* page 53)	$ 168,440,753 06
Canals " " " (" " 31)	14,641,607 11
Total revenue, Railways and Canals	$ 183,082,360 17

*This amount does not include the subsidy of $25,000,000 to the Canadian Pacific Railway, nor the amount $660,683.08 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of $219,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of $2,394,000 up to 1905, granted by 47 Vict., cap. 8 (1884) and the annual payment of $107,730, being interest at the rate of 4½ per cent since and including 1905 on the said sum of $2,394,000 for the line between Ottawa and Quebec which sum was transferred to the Public Debt as a liability, and is dealt with by the Finance Department, *see* Public Accounts, 1898-1912 and page 79, 1908.

Department of Railways and Canals,
Ottawa, August 1, 1912.

W. C. LITTLE,
Accountant.

STATEMENT showing the amount of subsidies paid during year 1911-12, and to whom paid.

	$ cts.
Central Ontario Ry. Co	411 84
St. Marys & Western Ont. Ry. Co.	365 00
Quebec, Montreal & Southern Ry. Co.	23,835 70
Canada & Gulf Terminal Ry. Co., (Formerly Matane & Gaspe Ry. Co.)	65,249 75
Quebec & Lake St. John Ry. Co., (La Tuque Branch).	27,520 00
Canadian Pacific Ry. Co., Moosejaw Northwesterly	78,432 00
do do Winnipeg Beach to Gimli	30,176 00
Atlantic, Quebec & Western Ry. Co.	91,279 60
Canadian Northern Quebec Ry. Co	86,468 03
Algoma Central & Hudson Bay Ry. Co.	133,584 00
Kettle River Valley Ry. Co	148,800 00
Thessalon & Northern Ry. Co.	6,112 00
Vancouver & Lulu Island Ry. Co	61,760 00
Quebec & Saguenay Ry. Co.	104,992 00
Total	859,400 25

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, August 1, 1912.

STATEMENT

Showing subsidies voted for Railways as to which contracts have been entered into and payments made from July 1st, 1883 to March 31st, 1912.

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted. Authority.	Amount.	Number.	Railways.	July 1, 1883, to June 30 1905.
	$ cts.			$ cts.
46 Vic., chap. 25	156,800 00	1	International Railway, Quebec	156,800 00
53 " 2				
45 " 14	384,000 00	2	Quebec and Lake St. John Railway, Quebec	1,006,743 50
46 " 25	80,000 00			
48-49 " 59	96,000 00			
49 " 10	186,295 00			
50-1 " 24	28,800 00			
51 " 3	96,000 00			
52 " 3	64,000 00			
53 " 2	30,000 00			
54-5 " 8	5,250 00			
57-8 " 4	44,800 00			
46. " 25	89,600 00	3	Kingston, Napanee and Western Ry., formerly Napanee, Tamworth and Quebec Ry., Ontario.	208,732 80
49 " 10	70,000 00			
50-1 " 24	12,800 00			
52 " 3	32,000 00			
55-6 " 5	64,000 00			
47 " 8	272,000 00	4	Pontiac Pacific Junction Railway, Quebec	193,578 00
51 " 3	41,000 00			
53 " 2	24,000 00			
46 " 25	115,200 00	5	Caraquette, Railway, N.B	224,000 00
47 " 8	76,800 00			
50-1 " 24	32,000 00			
47 " 8	32,000 00	6	Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec	557,788 31
49 " 10	57,600 00			
52 " 3	22,400 00			
53 " 2	48,000 00			
56 " 2	48,000 00			
57-8 " 4	70,400 00			
7-8 Ed. VII 63	*			
47 " 8	48,000 00	7	Kingston and Pembroke Railway, Ontario	48,000 00
45 " 14	660,000 00	8	Northern and Pacific Junction Railway, Quebec	1,320,000 00
46 " 26	660,000 00			
53 " 2				
47 " 8	128,000 00	9	Canada Eastern Ry., formerly Northern and Western Ry., N.B., including also Chathâm Branch Railway	374,839 84
48-9 " 59	19,200 00			
49 " 10	32,000 00			
48-9 " 59	24,439 84			
51 " 3	140,800 00			
57-8 " 4	35,200 00			
62-3 " 7	*			
47 " 8	60,342 00	10	Quebec Central Railway, Quebec	348,342 00
51 " 3				
7-8 " 63				
53 " 2	288,000 00			
48-9 " 59	72,000 00	11	Montreal and Sorel Railway, Quebec	93,757 57
53 " 2	40,000 00			
48-9 " 59	30,000 00	12	Montreal and Champlain Junction Railway, Quebec	103,600 00
50-1 " 24	64,000 00			
51 " 3	9,600 00			
46 " 25	38,400 00	13	Elgin, Petitcodiac and Havelock Railway, N.B.	82,652 82
51 " 3	44,252 82			
47 " 8	22,400 00	14	St. Louis and Richibucto Railway, N.B.	22,400 00
48-9 " 59	96,000 00	15	Canada Atlantic Railway, Ontario	282,355 20
49 " 10	38,400 00			
50-1 " 24	180,000 00			
47 " 6	750,000 00	16	Esquimalt and Nanaimo Railway. B.C.	750,000 00
47 " 8	96,000 00	17	Erie and Huron Railway, Ontario	96,000 00
46 " 25	320,000 00	18	Baie des Chaleurs Railway, Quebec	620,000 00
47 " 8	300,000 00			
52 " 3				
			Carried forward	6,489,590 04

have been entered into and payments made up to March 31, 1912.

Payments.							Total March 31, 1912.	Number.
1905–1906.	1906–1907.	1907–1908.	1908–1909.	1909–1910.	1910–1911.	1911–1912.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
							156,800 00	1
86,016 00	67,712 00	73,472 00				27,520 00	1,261,463 50	2
							208,732 80	3
							193,578 00	4
							224,000 00	5
		256,870 40	55,449 60	164,172 29	144,608 51	86,468 03	1,265,357 14	6
							48,000 00	7
							1,320,000 00	8
							374,839 84	9
		55,638 69			129,320 61		533,301 30	10
							93,757 57	11
							103,600 00	12
							82,652 82	13
							22,400 00	14
							282,355 20	15
							750,000 00	16
							96,000 00	17
							620,000 00	18
86,016 00	67,712 00	385,981 09	55,449 60	164,172 29	273,929 12	113,988 03	7,636,838 17	

STATEMENT showing Subsidies voted for Railways as to which Contracts have

Subsidies Voted.			Number.	Railways.	July 1, 1883 to June 30, 1905.
Authority.		Amount.			
		$ cts.			$ cts.
				Brought forward	6,489,590 04
48-9 Vic.,	c. 59	118,400 00	1	New Brunswick and Prince Edward Island Ry	113,440 00
50-1 "	24	217,600 00	2	Laurentian Railway, formerly St. Lawrence, Lower Laurentian and Saguenay Ry., Quebec	217,600 00
49 "	10	11,200 00	3	L'Assomption Railway, Quebec	11,200 00
49 "	10	32,000 00	4	Great Eastern Railway, Quebec	40,345 00
50-1 "	24	96,000 00			
56 "	2	64,000 00			
53 "	2	37,500 00			
47 "	8	160,000 00	5	Iron lale, Bancroft and Ottawa Railway, Ontario	144,000 00
52 "	3				
49 "	10	96,000 00	6	Buctouche and Moncton Railway, N.B.	101,600 00
50-1 "	24	6,400 00			
47 "	8	51,200 00	7	Albert Southern Railway, N.B.	50,460 00
52 "	3				
50-1 "	24	65,200 00	8	Lake Temiscamingue Colonization Railway, Quebec	310,335 95
57-8 "	4	274,940 00			
49 "	10	38,400 00	9	Joggins Railway, N.S.	37,500 00
50-1 "	24	4,000 00			
45 "	14	240,000 00	10	Temiscouata Railway, N.B., and Quebec	645,950 00
48-9 "	58	258,000 00			
51 "	3	100,000 00			
53 "	2	51,200 00			
48-9 "	50	44,800 00	11	Leamington and St. Clair Railway, Ontario	51,200 00
50-1 "	24	6,400 00			
59 "	10	16,000 00	12	Toronto Grey and Bruce Railway, Ontario	14,656 00
50-1 "	24	22,430 00	13	Dominion Lime Co., Quebec	15,360 00
49 "	10	256,000 00	14	West Ontario Pacific Railway and Ontario and Quebec Railway	256,000 00
53 "	2				
50-1 "	24	96,000 00	15	Drummond County Railway, Quebec	423,936 00
52 "	3	14,400 00			
53 "	2	76,800 00			
57-8 "	4	96,000 00			
48-9 "	59	128,000 00	16	Brockville, Westport and Sault Ste. Marie, Ry., Ont.	105,200 00
53 "	2				
54-5 "	8	64,000 00			
57-8 "	4				
49 "	10	32,000 00	17	Montreal and Lake Maskinongé Ry., Quebec.	41,280 00
53 "	2	10,200 00			
50-1 "	24	54,400 00	18	South Norfolk Railway, Ontario	54,400 00
50-1 "	24	51,200 00	19	Guelph Junction Railway, Ontario	46,000 00
48-9 "	54	22,400 00	20	Belleville and North Hastings Railway, Ontario	21,888 00
49 "	19				
49 "	10	108,800 00	21	Hereford Railway, Quebec	155,200 00
52 "	0	48,000 00			
50-1 "	23	118,400 00	22	Lake Erie and Detroit River, Ry., Ontario	475,851 00
55-6 "	4	224,000 00			
62-3 "	5	*			
50-1 "	27	62,400 00	23	Beauharnois Junction Railway, Quebec	62,400 00
56 "	4				
50-1 "	24	138,400 00	24	St. Catharines and Niagara Central Ry., Ontario	38,400 00
55-6 "	5	108,000 00			
57-8 "	4	108,800 00			
52 "	3	30,000 00	25	Fredericton and St. Mary's Ry. Bridge Co., N.B.	30,000 00
50-1 "	24	9,600 00	26	Harvey Branch Railway Co., N.B.	5,553 57
55-6 "	5	240,000 00	27	Nova Scotia Central Railway Co., N.S.	235,200 00
61 "	1				
50-1 "	24	44,800 00	28	Cumberland Railway and Coal Co., N.S.	39,850 00
52 "	3	19,200 00	29	Pontiac and Renfrew Railway, Ontario	13,600 00
52 "	3	54,400 00	30	Thousand Islands Railway, Ontario	29,840 00
63-4 "	8	*			
				Carried forward	10,277,835 56

been entered into and payments made up to March 31, 1912—*Continued.*

Payments.							Total March 31, 1912	Number.
1905-06.	1906-07.	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
86,016 00	67,712 00	385,981 09	55,449 60	164,172 29	273,929 12	113,988 03	7,636,838 17	
							113,440 00	1
							217,600 00	2
							11,200 00	3
							40,345 00	4
							144,000 00	5
							101,600 00	6
							50,460 00	7
							310,335 95	8
							37,500 00	9
							645,950 00	10
							51,200 00	11
							14,656 00	12
							15,360 00	13
							256,000 00	14
							423,936 00	15
	35,600 00						140,800 00	16
							41,280 00	17
							54,400 00	18
							46,000 00	19
							21,888 00	20
							155,200 00	21
							475,851 00	22
							62,400 00	23
							38,400 00	24
							30,000 00	25
							5,553 57	26
							235,200 00	27
							39,850 00	28
							13,600 00	29
							29,840 00	30
86,016 00	103,312 00	385,981 09	55,449 60	164,172 29	273,929 12	113,988 03	11,460,683 69	

STATEMENTS showing the subsidies voted for Railways as to which contracts have

SUBSIDIES VOTED. Authority.	Amount.	Number.	Railways.	July 1, 1883, to June 30, 1905.
	$ cts.			$ cts.
			Brought forward.....	10,277,835 56
52 Vic., chap. 3 / 56 " 3	96,000 00	1	Quebec, Montmorency and Charlevoix Ry. Co., Que.	96,000 00
52 " 3	375,000 00	2	St. Clair Frontier Tunnel Co., Ontario.....	375,000 00
50-1 " 24 / 57-8 " 4	57,600 00	3	Brantford, Waterloo and Lake Erie Ry., Ontario...	57,600 00
51 " 3 / 53 " 2	287,200 00	4	Port Arthur, Duluth and Western Ry., Ontario.....	271,200 00
50-1 " 24 / 53 " 2 / 54-5 " 8 / 57-8 " 4	192,000 00	5	Montreal and Ottawa Railway, Ontario.....	192,000 00
50-1 " 24 / 52 " 3	44,800 00	6	Cornwallis Valley Railway, N.S.....	44,800 00
52 " 3	320,000 00			
57-8 " 6	64,000 00	7	Ottawa, Northern and Western Ry., Quebec,	
60-1 " 4	*		formerly Ottawa and Gatineau Valley Railway	410,588 00
47 " 8				
51 " 3				
52 " 3	83,612 54			
53 " 2	142,400 00	8	Central Railway, N.B.....	226,012 54
57-8 " 4	48,000 00			
61 " 1				
62-3 " 1				
53 " 2	361,270 00	9	Montreal and Western Railway, Quebec.....	361,270 00
52 " 3	128,000 00	10	Parry Sound and Colonization Railway, Ontario.....	152,800 00
57-8 " 4	64,000 00	11	Shuswap and Okanagan Railway, B.C.....	163,200 00
52 " 3	163,200 00			
54-5 " 8	89,600 00			
53 " 2	35,200 00	12	Tobique Valley Railway, N.B.....	134,016 00
55-6 " 5	9,600 00			
53 " 2	112,000 00	13	Columbia and Kootenay, B.C.....	88,800 00
53 " 2	35,200 00	14	Waterloo Junction Railway, Ontario.....	32,800 00
53 " 2	99,200 00	15	Orford Mountain Railway Co., Quebec.....	123,050 00
53 " 2	57,600 00	16	St. Lawrence and Adirondack Railway, Quebec...	149,481 60
55-6 " 5	25,024 00			
55-6 " 5	*40,000 00	17	New Glasgow Iron, Coal and Railway Co., N.S.	39,840 00
56 " 2	102,400 00	18	United Counties Railway Co., Quebec	188,816 00
57-8 " 4	102,400 00			
55-6 " 5	*21,600 00	19	Philipsburg Junction Ry. Quarry Company, Quebec.	23,712 00
55-6 " 5	*430,400 00	20	Ottawa, Arnprior and Parry Sound Ry., Ontario....	779,712 00
56 " 2	67,200 00			
57-8 " 4	38,400 00	21	Montford Colonization, Railway, Quebec.....	167,440 00
60-61 " 4	66,000 00			
55-6 " 5	48,000 00	22	Lotbinière and Megantic Railway, Quebec.....	96,000 00
57-8 " 4	48,000 00			
56 " 2	48,000 00	23	Grand Trunk, Georgian Bay and Lake Erie Ry., Ont.	39,744 00
55-6 " 5	80,000 00	24	Canadian Pac. Ry., B.C., Revelstoke to Arrow Lake.	80,000 00
57-8 " 4	121,600 00	25	Nakusp and Slocan Railway, B.C.....	117,760 00
55-7 " 5	89,600 00	26	Dominion Coal Company, N.S.....	87,808 00
56 " 2	22,400 00	27	Oshawa Railway and Navigation Company, Ontario.	22,400 00
57-8 " 4	*51,200 00	28	Tilsonburg, Lake Erie and Pacific Ry., Ontario.....	117,431 48
56 " 2	*11,200 00	29	St. Stephen and Milltown Ry., N.B.....	14,848 00
57-8 " 4	*38,400 00	30	Gulf Shore Railway Company, N.B.....	53,699 20
57-8 " 4	9,600 00	31	Cap de la Magdeleine Railway, Quebec.....	7,424 00
56 " 2	32,000 00	32	Ontario, Belmont and Northern Ry. Company, Ont..	30,720 00
*	*	33	Coast line of N.S., now Halifax and Yarmouth Ry...	160,000 00
*	*	34	Ottawa and New York Railway Company, Ontario..	262,384 00
			Carried forward.....	15,446,292 38

been entered into and payments made up to March 31, 1912—*Continued.*

Payments.							Total March 31, 1912.	Number.
1905-06.	1906-07.	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
86,016 60	103,312 00	385,981 09	55,449 60	164,172 29	273,929 12	113,988 03	11,460,683 69	
							96,000 00	1
							375,000 00	2
							57,600 00	3
							271,200 00	4
							192,000 00	5
							44,800 00	6
		4,243 20					414,931 20	7
							226,012 54	8
							361,270 00	9
							152,800 00	10
							163,200 00	11
							134,016 0	12
							88,800 00	13
							32,800 00	14
45,764 50		24,123 00					192,942 50	15
							149,481 60	16
							39,840 00	17
							188,816 00	18
							23,712 00	19
							779,712 00	20
							167,440 00	21
							96,000 00	22
							39,744 00	23
							80,000 00	24
							117,760 00	25
							87,808 00	26
							22,400 00	27
							117,431 48	28
							14,848 00	29
							53,699 20	30
							7,424 00	31
							30,720 00	32
							160,000 00	33
							262,384 00	34
131,780 50	103,312 00	414,352 29	55,449 60	164,172 29	273,929 12	113,988 03	16,705,276 21	

STATEMENT showing subsidies voted for Railways as to which contracts have

Subsidies Voted.		Number.	Railways.	July 1, 1883, to June 30, 1905.
Authority.	Amount.			
	$ c.			$ c.
			Brought forward	15,446,292 38
60-61 Vic., c. 5	3,630,000 00	1	Canadian Pacific Ry Co., B.C. (Crow's Nest Pass)	3,404,720 00
60-61 " 4 / 63 " 3	500,000 00	2	Grand Trunk Ry Co. 'Victoria Jubilee Bridge,' Que	500,000 00
*7-8 Ed. VII, 63	*	3	International Ry. of New Brunswick, formerly Restigouche and Western Ry. Co	77,138 00
*	*	4	East Richelieu Railway Co., Quebec	69,952 00
7-8 Ed. VII, 63	*	5	South Shore Ry. (Quebec, Montreal and Southern)	203,240 31
*	*	6	Pembroke Southern Railway, Ontario	64,000 00
*	*	7	Massawippi Valley Railway Co., Quebec	5,376 00
*	*	8	Inverness and Richmond Co, N.S., now Inverness Ry. and Coal Co	368,545 97
*	*	9	Canadian Northern Railway Co., Ontario, Manitoba and N.W.T	1,909,132 00
*	*	10	Canadian Pacific Railway Co. (Pipestone Branch)	160,000 00
6-7 Ed. VII, 40	*	11	Central Ontario Railway Co., Ontario	67,200 00
*	*	12	Midland Railway Co., N.S.	362,200 30
62-3 Vic., c. 7 / 63-4 " 8	1,000,000 00	13	Quebec Bridge Co., Quebec	374,353 33
*	*	14	St. Mary River Railway Co., N.W.T	148,094 00
60-1 Vic., c. 4 / 63-4 " 2	212,500 00	15	Pontiac and Pacific and Ottawa and Gatineau Ry., Co. (Interprovincial Bridge over Ottawa River)	212,500 00
1 Ed. VII, c. 7	*	16	Atlantic and Lake Superior Ry., Quebec	146,490 84
1 " 7	*	17	Montreal and Province Line Railway, Quebec	58,560 00
62-3 Vic., c. 7	*	18	York and Carleton Railway, N.B.	18,336 00
62-3 " 7 / 63-4 " 8 / 1 Ed. VII, c. 7	*	19	Algoma Central and Hudson Bay Railway, Ontario	924,976 00
*	*	20	Cape Breton Extension Railway, N.S.	182,400 00
*	*	21	Can. Pac. Ry. Co. (Kootenay and Arrowhead Br'ch)	64,790 00
*	*	22	" (Selkirk Branch)	83,200 00
*	*	23	" (Dyment Branch)	22,336 00
*	*	24	" (Waskada Branch)	64,000 00
9-10 Ed. VII, 51	*	25	Manitoulin and North Shore Ry. Co., Ont	32,000 00
*	*	26	Bay of Quinté Railway, Ont	69,120 00
*	*	27	Bruce Mines and Algoma Railway, Ont	53,920 00
	*	28	Maganetawan River Railway Co., Ont	3,552 00
	*	29	Canadian Northern Quebec Ry., formerly Chateauguay and Northern Ry., Quebec	191,595 00
*	*	30	Canadian Pacific Ry. Co., (Pheasant Hill Branch)	435,200 00
*	*	31	Halifax and Southwestern Railway Co., N.S.	477,264 00
*	*	32	Northern Colonisation Railway Co., Quebec	58,384 00
*	*	33	New Brunswick Coal and Railway Co., N.B.	48,000 00
*	*	34	Schomberg and Aurora Railway Co., Ont	46,144 00
*	*	35	Lindsay, Bobcaygeon and Pontypool Ry. Co., Ont	185,173 06
*	*	36	Middleton and Victoria Beach Ry. Co., N.S.	47,789 00
*	*	37	Beersville Coal and Ry. Co., N.B., now North Shore Ry	20,736 00
Ed. VII, c. 57	*	38	Nicola, Kamloops and Similkameen Coal and Ry. Co.	
4 " 34	*	39	Canadian Pacific Ry., (Staynerville Branch)	
6 " 43	*	40	Klondike Mines Railway	
6 " 43	*	41	Kettle River Valley Ry. Co., B.C.	
6 " 43	*	42	Colchester Coal and Ry. Co., N.S.	
3 " 57	*	43	Minudie Coal Co., N.S.	
6 " 43	*			
9-10 " 51	*	44	Atlantic, Quebec and Western Ry. Co., Quebec	
6 " 43	*	45	Napierville Junction Ry. Co., Quebec	
6-7 " 40	*	46	Edmonton, Yukon and Pac. Ry. Co., Alberta	
6-7 " 40	*	47	Canadian Northern Ontario Ry. Co., formerly James Bay Ry. Co., Ontario.	
7-8 " 63	*			
			Carried forward	26,606,710 69

† Of this amount, $16,164.43 were in connection with subsidy to Montreal and Sorel Railway.

been entered into and payments made up to March 31, 1912—*Continued.*

Payments.							Total March 31 1912.	Number.
1905–1906.	1906–1907.	1907–1908.	1908–1909.	1909-1910.	1910–1911.	1911–1912.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
131,780 50	103,312 00	414,352 29	55,449 60	164,172 29	273,929 12	113,988 03	16,703,276 21	
.....	.....	.....	.....	.....	.....	.....	3,404,720 00	1
.....	.....	.....	.....	.....	.....	.....	500,000 00	2
50,070 07	51,200 00	.....	189,849 60	187,494 40	169,536 00	.....	725,288 07	3
.....	.....	.....	.....	.....	.....	.....	69,952 00	4
.....	.....	.....	43,414 55	184,320 00	60,000 00	23,835 70	‡514,811 06	5
.....	.....	.....	.....	.....	.....	.....	64,000 00	6
.....	.....	.....	.....	.....	.....	.....	5,376 00	7
.....	.....	.....	.....	.....	.....	.....	368,545 97	8
.....	.....	.....	.....	.....	.....	.....	1,909,132 00	9
.....	.....	.....	.....	.....	.....	.....	160,000 00	10
.....	.....	76,861 36	35,404 64	.....	24,601 32	826 17	204,893 49	11
.....	4,967 70	31,892 40	.....	.....	.....	.....	399,060 40	12
.....	.....	.....	.....	.....	.....	.....	374,353 33	13
.....	.....	.....	.....	.....	.....	.....	148,094 00	14
.....	.....	.....	.....	.....	.....	.....	212,500 00	15
.....	‡*1,521 82*	.....	.....	.....	.....	.....	a144,969 02	16
.....	.....	.....	.....	.....	.....	.....	58,560 00	17
.....	.....	14,560 00	.....	.....	.....	.....	32,896 00	18
.....	.....	.....	.....	.....	.....	133,584 00	1,058,560 00	19
.....	.....	.....	.....	14,400 00	.....	.....	196,800 00	20
89,076 00	.....	.....	.....	.....	.....	.....	153,866 00	21
.....	.....	.....	.....	.....	.....	.....	83,200 00	22
.....	.....	.....	.....	.....	.....	.....	22,136 00	23
.....	.....	.....	.....	.....	.....	.....	64,000 00	24
.....	.....	.....	.....	.....	38,638 72	.....	100,638 72	25
.....	72,602 45	.....	.....	.....	.....	.....	141,722 45	26
.....	.....	.....	.....	.....	.....	.....	53,920 00	27
.....	.....	.....	.....	.....	.....	.....	3,552 00	28
116,000 00	84,224 75	.....	.....	.....	.....	.....	391,819 75	29
.....	.....	.....	.....	.....	.....	.....	435,200 00	30
176,512 00	268,107 20	316,567 73	.....	.....	.....	.....	1,238,450 93	31
75,376 00	.....	.....	68,320 00	153,120 00	.....	.....	355,200 00	32
.....	.....	.....	.....	.....	.....	.....	48,000 00	33
.....	.....	.....	.....	.....	.....	.....	46,144 00	34
.....	.....	.....	.....	.....	.....	.....	185,173 06	35
50,303 80	27,667 20	.....	.....	.....	.....	.....	125,760 00	36
.....	.....	.....	.....	.....	.....	.....	20,736 00	37
110,592 00	.....	190,208 00	.....	.....	.....	.....	300,800 00	38
.....	9,600 00	3,424 00	.....	.....	.....	.....	13,024 00	39
.....	96,000 00	101,184 00	.....	.....	.....	.....	197,184 00	40
.....	.....	97,771 52	.....	.....	.....	148,800 00	246,571 52	41
.....	.....	12,800 00	.....	.....	.....	.....	12,800 00	42
.....	.....	18,544 00	.....	.....	.....	.....	18,544 00	43
.....	.....	64,000 00	92,672 00	208,896 00	31,334 40	91,279 60	488,182 00	44
.....	.....	173,440 00	.....	.....	.....	.....	173,440 00	45
.....	.....	91,200 00	.....	.....	.....	.....	91,200 00	46
651,264 00	420,608 00	244,224 00	556,864 00	250,982 40	116,889 60	.....	2,240,832 00	47
1,450,974 37	1,136,767 48	1,851,029 30	1,041,974 39	1,163,385 09	744,929 16	512,313 50	34,508,083 98	

a Amount actually paid after deductions amounting to $1,521.82 made in 1905-06 (being for refunds, &c., from the total of $146,490.84, previously reported, for which cheques had issued.)

‡ Reimbursement of amounts for claims still unpaid and others in duplicate.

STATEMENT showing subsidies voted for Railways as to which contracts

SUBSIDIES VOTED. Authority.	SUBSIDIES VOTED. Amount.	Number.	RAILWAYS.	July 1, 1883 to June 30, 1905.
	$ cts.			$ cts.
			Brought forward	26,606,710 69
7-8 Ed. VII, c. 63	*	1	Maritime Coal and Ry. Co.	
7-8 " 63	*	2	St. Marys and Western Ontario Ry. Co.	
7-8 " 63	*	3	North Shore Ry. Co. formerly Beersville Coal and Ry. Co.	
7-8 " 63	*	4	St. Maurice Valley Ry. Co.—Three Rivers to St. Maurice	
7-8 " 63	*	5	Grand Trunk Pacific Ry. Co	
6 " 43	*	6	Canadian Pacific Ry. Co., Teulon to Icelandic River.	
7-8 " 63	*	7	Canadian Pacific Ry. Co., Moosejaw northwesterly.	
7-8 " 63	*	8	Canadian and Gulf Terminal Ry. Co.	
6-7 " 40	*	9	Liverpool and Milltown Ry. 5 miles	
7-8 " 63	*	10	Thessalon and Northern Ry Co.	
7-8 " 34	*	11	Vancouver and Lulu Island Ry. Co.	
7-8 " 51	*	12	Quebec and Saguenay Ry. Co.	
7-8 " 63	*	13	Canadian Pacific Ry. Winnipeg to Gimli	
			Total	26,606,710 69
37 Vic., ch. 14	$86,600 annually for 20 years.	14	Atlantic and Northwestern Railway	2,985,600 00
46 " 2 / 47 " 8	1,525,250 00	15	Canada Central Railway	1,525,250 00
48-9 " 58	1,500,000 00	16	Canadian Pacific extension	1,500,000 00
			Totals	32,617,560 69

* 60-61 Victoria, Cap. 4, 62-63 Victoria, Cap. 7, 63-64 Victoria, Cap. 8, 1 Edward VII, Cap. 7, 40, and 7-8 Edward VII, Cap. 63, 8-9 Edward VII, Cap. 35, 9-10 Edward VII, Cap. 51, authorize a further sum of fifty per cent on so much of the average cost of the mileage subsidized as is in excess

DEPARTMENT OF RAILWAY AND CANALS,
OTTAWA, August 1, 1912.

have been entered into and Payments made up to March 31, 1912—*Concluded.*

Payments.							Total March 31, 1912.	Number.
1905–1906.	1906–1907.	1907–1908.	1908–1909.	1909–1910.	1910–1911.	1911–1912.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
1,450,974 37	1,136,767 48	1,851,029 30	1,041,974 39	1,163,385 09	744,929 16	512,313 50	34,508,083 98	
			3,200 00				3,200 00	1
			67,344 00			365 00	67,999 00	2
			6,880 00				6,880 00	3
			112,640 00		60,480 00		173,120 00	4
			367,249 00	550,551 96	302,679 04		1,220,480 00	5
				30,800 00			30,800 00	6
				303,360 00		78,432 00	381,792 00	7
					144,803 84	65,249 75	210,053 59	8
					32,000 00		32,000 00	9
						6,112 00	6,112 00	10
						61,760 00	61,760 00	11
						104,992 00	104,992 00	12
						30,176 00	30,176 00	13
1,450,974 37	1,136,767 48	1,851,029 30	1,599,287 39	2,048,097 05	1,284,892 04	859,400 25	36,837,158 57	
186,600 00	186,600 00	186,600 00	186,600 00				3,732,000 00	14
							1,525,250 00	15
							1,500,000 00	16
1,637,574 37	1,323,367 48	2,037,629 30	1,785,887 39	2,048,097 05	1,284,892 04	859,400 25	43,594,408 57	

3 Edward VII, Cap. 57, 4 Edward VII, Cap. 34, 6 Edward VII, Cap. 13, 7 Edward VII, Cap. $3,200 per mile subsidy if the cost do not average more than $15,000 per mile, if over that amount, of $15,000, per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile.

W. C. LITTLE,
Accountant.

PART II

STATEMENTS

OF THE

DEPARTMENTAL SOLICITOR

FOR THE YEAR 1911-12

SHOWING

(1) Guarantee agreements.

(2) Money subsidy agreements.

(3) Contracts entered into during the year.

(4) Leases, of water-powers and properties granted.

(5) Property conveyed to the Crown and lands conveyed by the Crown.

(6) Damages released.

GUARANTEE AGREEMENTS for the construction of Railways

No. of agreement.	Date of signature.	Railway Company.	Line of Railway.	Authority for execution.	
				Act of Parliament.	Order in Council.
	1911.				
19204	Sept. 2...	The Canadian Northern Alberta Railway Company.	Commencing at a point at or near St. Albert and running in a generally westerly direction to the coal areas at or near Brazeau River and the head waters of the McLeod River.	Canada 1909-10, Cap. 6.	Aug. 29, 1911
19239	Oct. 3....	The Canadian Northern Ontario Railway Company.	From the City of Montreal in the Province of Quebec, to the City of Port Arthur in the Province of Ontario including the mileage of the line (lying between the said points) already in part constructed by the Company and by the Canadian Northern Quebec Ry. Co., &c., &c., &c.	I and II. George V. Cap. 6.	Oct. 2, 1911.

entered into during the Fiscal Year ended March 31st, 1912.

Amount of Guarantee.	Number of miles subsidized.	Maximum grade feet per mile.	Radius of curvature not less than.	Width of clearing each side.	Width of Cutting.	Embankment.	Steel rail lbs. per lineal yard.	Date for Completion.
		Feet.	Feet.	Feet.	Feet.	Feet.	Lbs.	
On the principal and interest on securities to extent of $13,000 per mile for first 50 miles and $25,000 per mile, for the remainder of the line.	150	26.4	1433	50	20	15	80	Sept. 2, 1913.
On the principal and interest on securites to extent of $35,000 per mile.	1050	26.40† 31.68‡	573	50	20	15	80	Time prescribed by law.

† Against east-bound traffic.

‡ Against west-bound traffic.

H. F. ALWARD,
Departmental Solicitor.

SUBSIDY AGREEMENTS for the construction of Railways

No. of Contract.	Date of Signature.	Railway Company.	Line of Railway or Work Subsidized.	Authority for Execution.	
				Act of Parliament.	Order in Council.
	1910.				1911.
19037	April 25..	Quebec and Lake St. John Railway Co.	*(a)* From Valcartier Station to St-Catherine, 3.8 miles, *(b)* from Valcartier Station towards Gosford, 5.5 miles.	Can., 1908, c. 63.	Feb. 22.....
(a) 19258	Oct. 21....	Algoma Central and Hudson Bay Ry. Co.	From Sault Ste. Marie to point on C. P. R., between White River and Dalton stations.	Can., 1910, c. 51.	July 19 and Oct 3.
(b) 19259	Oct. 21....	" "	From Michipicoten Harbour, Lake Superior, toward main line of C.P.R.	Can., 1910, c. 51.	Sept. 11 ....
	1912.				
(c) 19367	Feb. 2....	Quebec and Saguenay Ry. Co.	From St. Joachim towards Seven Islands, including branches to Murray Bay and Baie St. Paul.	Can., 1910, c. 51.	Jan. 30 and March 31.
	1911.				
19282	Nov. 28...	Orford Mountain Ry. Co.	From Mansonville to the International Boundary, 3.12 miles.	Can., 1907, c. 40.	Oct. 31.....

(a) Cancels and supersedes agreements Nos. 14316, Sept. 28, 1911; 14712, October 15, 1912: and 14413, Feb. 5, 1902, as to extension of 25 miles from Sault Ste. Marie towards Michipicoten River and Harbour. Authority No. 19307 for erection of trestles attached.
Varied by supplemental agreement No. 19362, January 23, 1912.
(b) Cancels and supersedes subsidy agreement No. 14413, dated February 5, 1912.
(c) Superseded, in part, by No. 19560, as to line of railway therein.

entered into during the Fiscal Year ended March 31, 1912.

Amount of Subsidy.		Number of Miles Subsidized.	Maximum Grade Feet per Mile.	Radius of Curvature not less than	Width of Clearing each Side.	Width of Cutting.	Embankment.	Steel Rails, lbs. per lineal yard.	Date of Completion.
Per Mile.	Not exceeding								
$	$		Feet.	Feet.	Feet.	Feet.	Feet.	Lbs.	
3,200	6,400	9.3	(a)43.8 (b) 52.80	5,730 717	50	20	15	56	Aug. 1, 1911.
3,200	6,400	200	106	478	50	20	15	56	Dec. 1, 1913.
3,200	6,400	25	106	478	50	20	15	56	Dec. 1, 1913.
3,200	6,400	170	66	573	50	20	15	56	Aug. 1, 1914.
3,200	6,400	3.12	105.6	819.2	50	20	15	56	June 1, 1911.

H. F. ALWARD,
Departmental Solicitor.

Subsidy agreements for the construction of Bridges entered into during the Fiscal Year ended March 31, 1912.

Number of Contract.	Date of Signature.	Company.	Work Subsidized.	Order in Council.	Amount of Subsidy.
	1912			1911	$
19345	Jan. 16.....	The Corporation of the the City of Ottawa.	In aid of the construction of a high level bridge and viaduct at Bank Street Crossing, Ottawa.	Nov. 21.....	80,000

H. F. ALWARD,
Departmental Solicitor.

CONTRACTS entered into during the Fiscal Year ended March 31, 1912.

INTERCOLONIAL RAILWAY.

Number of Contract.	Date of Signature.	Contractors.	Description.
	1911.		
19021	April 13..	Wm. P. McNeil & Co. Ltd.....	Delivery of 3 railway bridges.
19056	May 5..	Canadian Car & Foundry Co. Ltd..	Delivery of 15 Tank Cars.
19101	" 22..	" " ..	Delivery of 50 30-ton steel underframe box cars.
19108	June 2..	" " ..	Delivery of 21 Hart-Otis dump coal cars of 50 tons capacity.
19136	" 17..	Bates and Flood.....	Erection of brick and stone passenger station at Campbellton, N.B.
19141	" 19..	Dominion Bridge Co. Ltd.	Delivery of 3 steel bridges, Nelson Under-crossing, Rivière du Sud and Etchemin.
19142	" 30..	The Hamilton Bridge Works Co. Ltd.	Delivery of a steel bridge, No. J.-42 Bagot Tank.
19143	July 3..	Canadian Car & Foundry Co. Ltd..	Delivery of 2 Vestibule First-class cars.
19162	" 12..	" " ..	Delivery of 3 Vestibule Colonist Sleeping cars.
19163	" 12.	The Canadian Vacuum Cleaner Co.	Supply and installation of a Vacuum Car Cleaning Plant in yard at Halifax, N.S.
19167	June 15..	The Preston Car & Coach Co. Ltd..	Delivery of 3 Vestibule First-class Day Coaches.
19173	Aug. 8..	Alfred Leofred.....	Supply of water at Chaudiere Junction, &c.
19187	" 17..	Wm. P. McNeil & Co. Ltd.....	Construct and deliver one 37' Deck Plate Girder Span at New Glasgow, N.S.
19190	" 18..	Canadian Car & Foundry Co. Ltd..	Delivery of 1 Refrigerator Car.
19191	" 17..	Rhodes Curry Company, Ltd	Erection of addition to General Office Building at Moncton, N.B.
19203	Sept. 2..	Frank W. Wilson.	Erection and completion of a brick and stone Passenger Station at Mulgrave, N.S.
19211	Aug. 26..	The Canadian Locomotive Co Ltd.	Delivery of 2 Pacific Type Passenger Locomotives and 3 Ten-wheel Passenger Locomotives.
19224	Sept. 15..	Geo. St. Pierre & Co..	Erection of Standard Sand House at Ste. Flavie, Que.
19231	" 25..	Nova Scotia Car Works, Ltd.....	Delivery of 2 Postal Cars.
19232	" 25..	Canadian Car & Foundry Co. Ltd..	Delivery of 20, 80,000 lbs. Steel Underframe Flat Cars.
19233	Aug. 25..	J. F. Ryan.	Erection of Station building at Fredericton, N.B.
19234	Sept. 25..	Nova Scotia Car Works, Ltd	Delivery of 2 Stock Cars.
19238	" 29..	Canadian Express Company.....	Rights to carry on the business of an Express Company.
19241	" 25..	The Nova Scotia Construction Co. Ltd.	Construct Reinforced Cement Concrete Pier and a shed at Deep Water Terminus of I. C.R. at Halifax, N.S.
19242	Oct. 3..	Falconer and McDonald.	Erection of Freight Shed on Quay Wall at Halifax, N.S.
19244	" 2..	The Dominion Iron & Steel Co. Ltd.	Delivery of 7,000 tons of steel rails.
19249	Sept. 29..	The Hamilton Bridge Works Co. Ltd.	Supply and deliver 3 steel plate girder spans for undercrossing at Chaudiere Junction, Que.
19255	Oct. 23..	Canadian Car & Foundry Co. Ltd..	Delivery of 2 Baggage cars.
19256	" 23..	" " ..	Delivery of 25 Hart-Otis steel dump coal cars.
19257	" 21..	Town of Truro	Supply water.
19262	" 26..	Canadian Car & Foundry Co. Ltd..	Delivery of 230 Standard 60,000 lbs. steel framed box cars.
19263	" 26..	Falconer & McDonald.....	Erection of addition to Engine House and enlarging Power House at Stellarton, N.S.
19271	Sept. 19..	The Salisbury & Albert Ry. Co....	*Re* sale of rails, etc., to Company and taking over or leasing of line of railway of the Company.
19273	Nov. 17..	The Rathbun Company.	Delivery of 30 Standard 60,000 lbs. box cars.

CONTRACTS entered into during the Fiscal Year ended March 31, 1912—*Continued.*

INTERCOLONIAL RAILWAY—*Concluded.*

Number of Contract.	Date of Signature.	Contractors.	Description.
	1911.		
19274	Nov. 17..	Dan. J. Cameron..... ...	Erection of a waiting-room and dwelling apartments at Lourdes, N.S.
19276	" 17..	Nova Scotia Car Works, Ltd... ...	Delivery of 50 Standard 80,000 lbs. platform cars.
19283	" 28..	The Hamilton Bridge Works Co. Ltd.	Delivery of steel girder bridge at St. Fabien, Que.
19301	Dec. 4 .	Wm. P. McNeil & Co. Ltd.....	Delivery of 5 sets steel deck girders for Moncton subway.
19326	" 19..	The Preston Car & Coach Co. Ltd..	Delivery of 5 Vestibule First-class Day Coaches.
	1912.		
19352	Jan. 19..	Otis-Fenson Elevator Co. Ltd.....	Supply and erection complete of one Electric Passenger Elevator for General Office Building, Moncton, N.B.
19353	" 19..	Wm. P. McNeil & Co. Ltd.....	Delivery of one deck plate girder span at Hopewell, N.S.
19354	" 16..	Central Paving Company.....	For laying of permanent pavement on Station Street, Amherst, N.S.
19372	Feb. 5..	Edward Bradley.....	Handling of coal at Springhill Junction, N.S.
19373	" 8..	Nova Scotia Car Works, Ltd.....	Delivery of 50, 80,000 lbs. steel underframe flat cars.
19396	" 16..	M. P. Davis & J. T. Davis	Branch line of railway from Dartmouth to Deans, N.S.
19405	" 27..	Frank W. Wilson.....	Erect stone passenger station at Truro, N.S.
19407	Mch. 5..	Province of New Brunswick and The St. John & Quebec Railway Co.	For the leasing under terms and conditions specified, of the line of railway, when completed, of the Company between Grand Falls and St. John, N.B.
19411	" 7..	The Dickson Bridge Works Co. Ltd.	Delivery of Steel Highway Bridge for Probert's Crossing, 2 miles west of Londonderry Station, N.S.
19414	" 16.	Wm. P. McNeil & Co. Ltd.... ...	Delivery of 2 sets half-through plate girder spans for subway at Ste. Flavie, Que.

PRINCE EDWARD ISLAND RAILWAY.

	1911		
19365	Oct. 26....	M. F. Shurman Co., Ltd	Erection of freight shed and extension to wharf at Summerside, P. E. I.

HUDSON BAY RAILWAY.

	1911.		
19230	Sept. 25..	J. D. McArthur.....	Construction of section of Hudson Bay Railway from Le Pas to Thicket Portage.

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Fiscal Year ended March 31, 1912—*Continued.*

QUEBEC BRIDGE.

Number of Contract.	Date of Signature.	Contractors.	Description.
	1911.		
19007	April 4...	The St. Lawrence Bridge Co., Ltd.; The Canadian Bridge Co., Ltd and The Dominion Bridge Co., Ltd.	Supplying, making, building and erecting superstructure of railway bridge over the St. Lawrence River, near Quebec.
19206	Sept. 2....	M. P. & J. T. Davis	Modifying contract No. 18113, sub-structure of Quebec Bridge.
	1912.		
19346	Jan. 19...	R. W. Mayer.....	For the sale by His Majesty of certain unused manufa tured steel, originally intended for use in the construction of the Quebec bridge.

BEAUHARNOIS CANAL.

	1911.		
19164	July 8....	Alfred Cossette.....	Crushed stone for macadamizing road on Hungry Bay Dyke.

CORNWALL CANAL.

	1911.		
19058	May 5...	Canada Cement Co., Ltd.....	Delivery of 6,650 bbls. of Portland cement.
19104	May 30...	Fallon Brothers.....	Improving Upper entrance to lock No. 19.
19196	Aug. 18...	J. J. Fallon	Erection of machine shop at Cornwall.

CHAMBLY CANAL.

	1911.		
19060	May 5...	Canada Cement Co., Ltd.....	Delivery of 1,200 bbls. of Portland cement.
19223	Aug. 22...	David Brault.....	Macadamizing portion of road along west side of the canal.

FARRAN'S POINT CANAL.

	1911.		
19058	May 5...	Canada Cement Co., Ltd.	Delivery of 250 bbls. of Portland cement,
19107	May 22...	The Randolph MacDonald Co., Ltd.	Improve lower entrance to canal.

GALOPS CANAL.

	1911.		
19145	June 30 ..	The Randolph MacDonald Co., Ltd.	Improving upper entrance to lock No. 28.

CONTRACTS entered into during the Fiscal Year ended March 31, 1912—*Continued.*

LACHINE CANAL.

Number of Contract.	Date of Signature.	Contractors.	Description.
	1911.		
19060	May 5...	Canada Cement Co., Ltd.	Delivery of 23,000 bbls. of Portland cement.
19197	Aug. 19...	Haney, Quinlan & Robertson.....	For concrete walls, paving roads and wharf between locks 1 and 3.
19240	Oct. 5...	" " "	Construct substructure of lift bridge over canal at St. Pierre-aux-Liens (Rockfield).
	1912.		
19395	Feb. 16...	Dominion Bridge Co., Ltd.....	Deliver and erect Strauss Trunnion Bascule Bridge (superstructure) over canal at St. Pierre-aux-Liens (Rockfield) Que.

MURRAY CANAL.

	1911.		
19205	Sept. 9...	W. E. Phin.....	Dredging canal.

RAPIDE PLAT CANAL.

	1911.		
19058	May 5....	Canada Cement Co.	200 bbls. of Portland cement.
19146	July 3 ...	Fallon Brothers.....	Dredging canal.
19202	Sept. 2....	Roger Miller & Sons..... ..	Improvement of lower entrance to lock No. 24.

RIDEAU CANAL.

	1911.		
19039	April 25..	Cameron & Co., Ltd.....	Supply of British Columbia or 'Douglas' Fir dimension timber for 1911-12.
19040	April 25..	Costello & Crowe	Carboning and regulating arc lamps on electric light line on canal from foot of locks to Laurier bridge, and patrolling between said points.
19062	May 5....	Canada Cement Co., Ltd.....	Delivery of 1,500 bbls. of Portland cement.

SOULANGES CANAL.

	1911.		
19198	Aug. 26...	Haney, Quinlan & Robertson.....	Protection works at upper entrance of canal.
19060	May 5...	Canada Cement Co., Ltd.....	Delivery of 17,250 bbls. of Portland cement.

SAULT STE. MARIE CANAL.

	1911.		
19059	May 5...	Canada Cement Co., Ltd	Delivery of 200 bbls. of Portland cement.
19100	May 20...	Canada Foundry Co., Ltd.....	Repairs to movable dam of canal.
19166	July 20...	John F. Boyd	Construction of extension to north mooring pier.

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Fiscal Year ended March 31, 1912—*Concluded.*

ST. OURS LOCK.

Number of Contract.	Date of Signature.	Contractors.	Description.
	1911.		
19060	May 5..	Canada Cement Co., Ltd.....	Delivery of 450 barrels of Portland Cement.

ST. PETER'S CANAL.

	1911		
19275	Nov. 17..	W. H. Weller.....	Construct new lock and entrance at southern or Atlantic end of Canal.

TRENT CANAL.

	1911		
19009	April 6..	Larkin & Sangster	Modification of Contract No. 17042 *re* Dam No. 1
19012	April 6..	William Hamilton Co., Ltd..	Supply and erection of 13 cylindrical valves for locks on Canal.
19022	April 5..	Dominion Bridge Company, Ltd...	Delivery and erection of 7 steel stop logs and bridges.
19029	April 13..	William Hamilton Co., Ltd.....	Delivery of 4 gains for emergency stop logs on sites of locks Nos. 12 and 17.
19038	April 25..	Alfred Rogers, Limited..	Delivery of 79,000 barrels of cement.
19057	May 5..	Canada Cement Company, Ltd....	Delivery of 75,000 barrels of cement.
19105	May 30..	Brown & Aylmer.....	Modification of Contract No. 16779, *re* section No. 5 Ontario-Rice Lake Division.
19144	June 30..	The Hamilton Bridge Works Co., Ld	Erection of Highway Strauss Bascule Bridge over canal at Campbellford, Ont.
19172	Aug. 4..	The Dickson Bridge Works Co., Ld	Erection of steel highway draw bridge at Paper Mills, over upper end of lock No. 12.
	1912.		
19360	Jan. 30.	The York Construction Co.....	For additional work, section No. 2, Holland River Division.

WELLAND CANAL.

	1911.		
19061	May 5..	Canada Cement Co., Ltd.....	Delivery of 3,000 barrels of Portland Cement.
19174	Aug. 8.	M. J. Hogan..	Improvements to Port Colborne entrance to canal, including excavation in entrance channel and extensien of docking west of Government elevator.
19243	Sept. 29..	R. Weddell & Company.....	Dredging to form turning basin near Thorold, Ont.

H. F. ALWARD,
Departmental Solicitor.

3 GEORGE V., A. 1913

Water Power and other Public Property leased by the Department of

INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
	1911.		
19017	April 13	J. D. Volekman.. ..	Priv. to lay and maintain a 6-inch terra cotta sewer pipe across right of way and under tracks of Indiantown branch of Intercolonial Railway 1.51 miles east of Millerton station, N.B..
19045	" 25	James R. Porter.....	5,000 sq. ft. of land at Pictou Landing, Co. of Pictou, N.S. ....
19054	May 1	William R. Wakely.....	Land at Tufts Cove, N.S.....
19103	" 22	Town of Fraserville.....	Land in Town of Fraserville.....
19147	June 26	Canada Railway News Co., Ltd.	Priv. to sell newspapers etc., on all passenger trains, and at certain stations.....
19158	July 3	Pantaleon Ouellet.	Land at St. Paschal Station.....
19177	Aug. 8	John J. McLeod.....	Land at Sydney Mines, C.B....
19184	" 17	Simeon H. White.....	Land at Sussex, Kings Co., N.B....
19185	" 17	Clarence H. Chapman...	Land at Dorchester, N.B.....
19186	" 17	Arthur S. Comeau.....	Land at St. Leonard Jct.....
19210	Sept. 2	Levi Thompson.....	Land at Apohaqui, Kings Co.....
19222	" 2	John C. Simmonds.....	Priv. to lay and maintain a telephone wire across lands and under tracks of I.C.R. at Sutherland River, N.S....
19225	" 15	Thomas H. Brown.....	Land at Sussex, N.B .....
19226	" 15	Henry J. B. Woods as Postmaster General of Newfoundland.	Land at North Sydney.....
19227	" 15	The Dominion Iron & Steel Co., Ltd.	Priv. to erect and maintain a power transmission line along right of way from Prince Street to Sydney River.....
19235	" 25	City of Sydney.	Land at Sydney, N.S.....
19245	" 29	Mills Eveleigh Ltd.....	Land at Sussex, N.B .....
19250	" 29	TheNew Brunswick Telephone Co., Ltd.	Priv. to lay and maintain Two 3-inch iron conduits for telephone cables on the Wall Street Bridge over I.C.R. at St. John...
19252	" 29	The Sackville Concrete, Ltd.	Land at Sackville, N.B. and priv. to lay and maintain a 2-inch iron pipe....
19260	Oct. 21	Chas. B. McMullin	Land at Truro, N.S ..
19261	" 21	Department of Public Works of Canada.....	Priv. to erect and maintain a telegraph line across right of way at certain public crossings between Canal Narrows and Georges River, Cape Breton....
19271	Sept. 19	The Salisbury and Albert Ry. Co.	Taking over or leasing of line of railway of the Company.....
19277	Nov. 17	The Maritime Coal Railway & Power Co., Ltd.	Priv. to lay & maintain a 2‴ pipe across lands & under tracks of I.O.R. at Maccan, N.S.....
19306	Dec. 7	David M. Lawson.....	Land at Apohaqui, N.B ....
	1912		
19374	Feb. 5	City of Halifax....	Priv. to lay and maintain a sewer across yard at Richmond....
19375	" 5	Allison R. Chambers....	Lot No. 2, land at Pictou Landing... .....
19376	" 8	John D. Creaghan.....	Priv. to let cattle pass through 6 ft. arch culvert situated 2.59 miles north of Newcastle Station.....
19377	" 8	Willis Dunfield..... . .	Land at Anaganee, Kings Co.....
19400	" 27	The Ristigouche Salmon Club	Priv. to erect and maintain a telephone wire across right of way and over tracks of I.C.R. at Matapedia Station, Que.....
19401	" 27	The Canadian Oil Companies, Ltd.	Priv to lay and maintain a 3-inch cast iron pipe across lands and under tracks of I.C.R....
19408	March 4	Town of Stellarton	The right to lay etc., an 8-inch cast iron water pipe under tracks and right of way of Ry. at Asphalt Crossing on Acadia Ave., Stellarton, N.S .....
19496	" 21	The Moncton Tramways, Electricity & Gas Co., Ltd.	Priv. to lay and maintain pipes for conveyance of natural gas under tracks of I.C.R. at certain street crossings in the City of Moncton.....

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1912.

RAILWAY.

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual rental.	Due each year.	First instalment due.
			$		
.....	During pleasure.....	Dec. 1, 1910.	1 00	Dec. 1....	Dec. 1, 1910.
5,000 sq. ft.....	"	Jan. 1, 1911.	5 00	Jan 1....	Jan. 1, 1911.
13,485 sq. ft.....	"	" 1, 1911.	5 00	" 1....	" 1, 1911.
0·342 ac..	"	March 1, 1911.	1 00	March 1....	March 1, 1911.
.....	Five years.....	May 1, 1911.	9,000.00 for 1st 2 yrs. and 10,000 for last 3 yrs.	May 1....	May 1, 1911.
457 sq. ft.....	During pleasure.....	" 1, 1911.	5 00	" 1....	" 1, 1911.
7,700 sq. ft.....	" . .	" 1, 1911.	10 00	" 1....	" 1, 1911.
2,800 sq. ft.	"	June 1, 1911.	5 00	June 1....	June 1, 1911.
560 sq. ft..	"	May 1, 1911.	5 00	May 1....	May 1, 1911.
5,000 sq. ft.	"	Jan. 1, 1911.	5 00	Jan. 1 ..	Jan. 1, 1911.
320 sq. ft...	"	July 1, 1911.	1 00	July 1....	July 1, 1911.
....	"	" 1, 1911.	1 00	" 1....	" 1, 1911.
3,750 sq. ft.	"	June 1, 1911.	5 00	June 1....	June 1, 1911.
320 sq. ft.....	"	April 1, 1911.	1 00	April 1....	April 1, 1911.
....	21 years renewable.....	" 1, 1911.	1 00 per pole per annum.	" 1...	" 1. 1911.
12,005 sq. ft.....	During pleasure.....	Jan. 1, 1911.	1 00	Jan. 1....	Jan. 1, 1911.
5,500 sq. ft.....	"	June 1, 1911.	5 00	June 1....	June 1, 1911
.....	"	July 1, 1911.	1 00	July 1 ...	July 1, 1911.
0·27 ac.	"	" 1, 1911.	5 00	" 1....	" 1, 1911.
1,500 sq. ft.....	"	" 1, 1911.	5 00	" 1....	" 1, 1911.
....	"	April 1, 1911.	1 00	April 1 ...	April 1, 1911.
....	....	.....	....	....	
.....	During pleasure.....	Sept. 1, 1911.	1 00	Sept. 1 ...	Sept. 1, 1911.
320 sq. ft	"	June 1, 1911.	1 00	June 1....	June 1, 1911.
....	" ..... July	1, 1911.	1 00	July 1.. .	July 1, 1911.
5,000 sq. ft.....	"	" 1, 1911.	5 00	" 1....	" 1, 1911.
... .	"	Oct. 1, 1911.	1 00	Oct. 1 ...	Oct. 1, 1911.
0·52 ac.....	"	Sept. 30, 1911.	5 00	Sept. 30....	Sept. 30, 1911.
....	"	" 1, 1911.	1 00	" 1....	" 1, 1911.
.....	"	Oct. 1, 1911.	1 00	Oct. 1....	Oct. 1, 1911.
....	"	" 1, 1911.	1 00	" 1....	" 1, 1911.
.....	"	April 1, 1912.	1 00	April 1....	April 1, 1912.

WATER POWER and other Public Property leased by the Department of

PRINCE EDWARD

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights demised.
	1911.		
19212	Sept. 2	P. T. Power	Land at Bear River, P.E.I.
19237	Aug. 23	The Imperial Oil Co. Ltd.	The right and privilege to lay and maintain a 6-inch pipe line from railway wharf at Charlottetown to Company's storage tank.

LACHINE

	1911		
19018	April 13	The Fenlin Leather Co.	Privilege to lay and maintain a 3-inch water pipe from N. bank of canal to Cad. lot No. 3601, par. of Montreal; and draw water therethrough.
19044	" 11	Marx & Rawolle of Canada, Ltd.	Privilege to lay and maintain a 6-inch iron water pipe from canal to Lessee's mill in town of St. Henri, Par. of Montreal, and to draw water therethrough.
19102	May 22	The Montreal Light, Heat and Power Co.	Privilege to erect and maintain an electric transmission line on N. side of canal from a point on collecting drain to C.P.R. Bridge at Lachine, Que.
19109	" 31	Paul L. Turgeon	Land forming the S. end of pier between St. Gabriel Basins Nos. 2 and 3, St. Ann's Ward, Montreal.
19137	June 12	Capt. L. H. Sicotte.	Land forming part of N. wharf of basin 2.
A19148	" 7	The St. Lawrence Flour Mils Co., Ltd.	Privilege to draw water from canal through 5-inch pipe.
19149	" 15	Dominion Textile Co. Ltd.	Privilege to lay and maintain a 12-in. pipe from canal to Cad. lot 3929 Cote St. Paul, Montreal; and draw water there through.
19150	" 16	Geo. Hall Coal Co.	Land on S.W. corner of Oak street and roadway leading to canal yard on basin No. 2. St. Ann's ward, Montreal.
19151	" 17	C. H. Buell.	Privilege to erect and maintain a boat house 25 ft. x 12 ft. on river side of long pier forming upper entrance of canal, town of Lachine, Que.
19152	" 21	Inland Lines, Ltd.	Land at foot of basin No. 1, N. side of lock No. 1, Montreal.
19153	" 30	Moise Brabant.	Land on S. side of lock No. 1.
B19165	July 20	Montreal Warehousing Co.	Lot No. 1479, St. Ann's Ward, Montreal, west of basin No. 4.
C19168	" 15	City of Montreal.	Part of Cad. lot No. 327, St. Ann's Ward, Montreal.
19182	Aug. 17	City of Montreal.	Land between Wellington street and St. Colomban street and between canal bank and St. Patrick street, Montreal.
19201	" 21	The Montreal Light, Heat and Power Co.	Privilege to lay and maintain 2 electric cables across and under canal at Rockfield, Que.
19213	Sept. 2	Grand Trunk Ry. Co. of Canada.	Privilege to lay and maintain a siding from point west of St. Gabriel locks to premises of the St. Lawrence Flour Mills Co.
D19265	Oct. 19	Grand Trunk Ry. Co. of Canada.	Privilege to lay, maintain and operate a siding 220 feet long on N. bank of canal from main tracks opposite Can. Light and Power Co's terminal station.
19266	" 19	Grand Trunk Ry. Co. of Canada.	Pivilege to lay, maintain and operate a siding on N. bank leading from main line into premises of Dominion Flour Mills Co., on Cad. lot No. 3412, St. Henri Ward, Montreal.
19269	" 25	Charlotte McAllen, Jas. A. Robertson and Alex. A. Robertson, (Estate of John M. H. Robertson).	Privilege to construct and maintain roadway through canal reserve, lot 1005, parish of Lachine.
E19278	" 2	The Dominion Steel Corporation, Limited.	Land on W. side of Wellington Basin, Point St. Charles and privilege of drawing water through 3-inch pipe.
19325	Dec 14	The Montreal Light, Heat and Power Co.	Privilege to erect and maintain a transmission line on N. bank of canal from Cote St. Paul to point opposite works of Dominion Car and Foundry Co.

a Supersedes No. 17313. *b* Supersedes No. 10144. *c* Cancelled and superseded by No. 19553.
d Cancels and supersedes No. 18799. *e* Cancels and supersedes Nos. 11540 and 12433.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1912—*Continued.*

ISLAND RAILWAY.

Area.	Term.	Commencement of Term.	Annual Rental.	Due each Year.	First Instalment Due.
			$ cts.		
650 sq. ft.	During pleasure.	June 1, 1911.	1 00	June 1.	June 1, 1911
.....	"	" 1, 1911.	1 00	" 1.	" 1, 1911

CANAL.

.. ..	During pleasure.....	March 1, 1911.	60 00	Mar. 1 ...	March 1, 1911
....	"	April 1, 1911.	210 00	April 1....	April 1, 1911
.....	"	Oct. 1, 1908.	131 25	Oct. 1...	Oct. 1, 1911
10,000 sq. ft.....	"	June 1, 1911.	400 00	June 1...	June 1, 1911
1,500 sq. ft.....	"	" 1, 1911.	60 00	" 1 ..	" 1, 1911
.....	"	April 1, 1911.	150 00	April 1....	April 1, 1911
.....	"	June 1, 1911.	780 00	June 1....	June 1, 1911
400 sq. ft.. ...	"	April 1, 1911.	16 00	April 1....	April 1, 1911
... ...	"	" 1, 1911.	5 00	" 1....	" 1, 1911
9,510 sq. ft	"	May 1, 1911.	380 40	May 1....	May 1, 1911
300 sq. ft.....	"	" 1, 1911.	18 00	" 1....	" 1, 1911
....	5 years.....	Jan. 1, 1911.	1,077 24	Jan. 1....	Jan. 1, 1911
6,609 sq. ft.....	21 years renewable.	March 1, 1911.	5 00	Mar. 1....	March 1, 1911
2 acres.....	10 years.....	May 1, 1909.	1 00	May 1....	May 1, 1909
.....	During pleasure.	" 1, 1911.	10 00	" 1....	" 1, 1911
.....	"	Sept. 1, 1911.	1 00	Sept. 1....	Sept. 1, 1911
.....	"	" 1, 1911.	35 20	" 1....	" 1, 1911
....	"	July 1, 1911.	25 60	July 1...	July 1, 1911
... .	21 years renewable. . .	June 1. 1911.	17 28	June 1....	June 1, 1911
199,800 sq. ft.....	21 years.....	Aug. 1, 1911.	8,052 00	Aug. 1....	Aug. 1, 1911
.....	During pleasure.	Oct. 1, 1911.	25 00	Oct. 1....	Oct. 1,1911

WATER POWER and other Public Property leased by the Department of

LACHINE

No. of Lease.	Date of Signature.	Lessee.	Lands or Right demised.
	1911		
19349	Dec. 6.	J. B. Bonhomme	Land on south side of Canal, St. Gabriel Ward, Montreal.....
	1912		
19350	Jan. 19.	Montreal Water & Power Co.	Land on south side of Canal west of Atwater Ave., Montreal...
F19351	" 2.	Town of Lachine.....	Land above entrance Lock at Lachine and privilege to lay and maintain pipe lines.
19402	Feb. 27.	"	Privilege to lay and maintain a 12-inch water pipe across Canal reserve 50 feet east of boundary stone No. 209, town of Lachine, Que.
19418	Mar. 18.	R. MacFarlane & Co. Ltd.	Part of wharf frontage between St. Gabriel Basins Nos. 3 and 4, St. Ann's Ward, Montreal.

RIDEAU

	1911.		
19161	July 12.	The Ottawa Terminals Ry. Co.	Four parcels of land on N.E. side of Canal, Ottawa.....
19207	Sept. 2.	The Canadian Northern Ontario Railway Co.	Privilege to erect and maintain a railway bridge over Canal at Chaffey's Locks on lot 17, Con. 8, T'p. of S. Crosby, Co. of Leeds, Ont., and to operate line of railway thereon.
	1912		
19344	Jan. 16.	The Ottawa Terminals Ry. Co.	Privilege to lay and maintain 2 ten inch pipes through concrete wall on east side of Canal at Central Station, Ottawa.
19345	" 16.	Corporation of the City of Ottawa.	Privilege to erect a bridge over the Canal at Bank Street, Ottawa.
19417	Mar. 18.	John Weir....	Land in vicinity of Burritt's Rapids Lock Station, being part of lot No. 5, Con. 1, T'p. of Oxford, Ont.

SOULANGES

	1911		
G19236	Aug. 12.	Joseph Hamel.....	Cad. Lots Nos. 235 and 240, par. of St. Ignace, Co. of Soulanges, Que.

TRENT

	1911.		
19043	Apr. 25.	William Fry.....	Parts of lots Nos. 56, 57, 58 and 59 on south side and lots Nos. 57 and 58 on the north side of the Portage Road, T'p. of Eldon, Co. of Victoria, Ont.
19155	July 3.	Charles Fry..... ..	Parts of lot No. 55 on south side and lots Nos. 55 and 56 on north side of Portage Road, T'p. of Eldon, Co. of Victoria, Ont.
19176	Aug. 8.	C.P.Ry Co....	Right and privilege to lay etc., a swing bridge across Canal and Talbot River in 11th Con. T'p. of Thorah, Co. of Ontario, Ont.
19279	Sept. 30.	The Light, Heat and Power Co. of Lindsay Limited.	Renewal of Lease No. 9941 granted to estate of R. C. Smith, dated April 12, 1890 of land and Water privileges at Fenelon Falls, Ont.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1912—*Continued.*

CANAL—*Continued.*

Area	Term.	Commencement of Term.	Annual Rental.	Due each Year.	First Instalment Due.
			$ cts.		
6,000 sq. ft.	During pleasure	Oct. 1, 1911.	120 00	Oct. 1	Oct. 1, 1911
9,650 "	"	Jan. 1, 1912.	193 00	Jan. 1	Jan. 1, 1912
47,000 "	21 years renewable	March 1, 1910.	50 00	March 1	March 1, 1910
	During pleasure	April 1, 1911.	10 00	April 1	April 1, 1911
3,625 sq. ft.	"	Feb. 1, 1912.	145 00	Feb. 1	Feb. 1, 1912

CANAL.

2,082 sq. ft. 262 " 4,348 " 2,479 "	99 years	June 1, 1911.	1 00	June 1	June 1, 1911
	21 years renewable	Sept. 1, 1911.	1 00	Sept. 1	Sept. 1, 1911
	During pleasure	Dec. 1, 1911.	1 00	Dec. 1	Dec. 1, 1911
	21 years renewable	Jan. 16, 1912.	1 00	Jan. 16	Jan. 16, 1912
2·50 acres	During pleasure	March 1, 1912.	5 00	March 1	March 1, 1912

CANAL.

18 acres	During pleasure	Aug. 10, 1911.	10 00	Aug. 10	Aug. 10, 1911

CANAL.

38½ acres	During pleasure	April 1, 1910.	19 25	April 1	April 1, 1910
2·5 acres 0·5 " 2·4 "	"	" 1, 1910.	5 40	" 1	" 1, 1910
	21 years renewable for 2 extra terms.	June 1, 1911.	25 00	June 1	June 1, 1911
	21 years	April 12, 1911.	1 00	April 1	April 1, 1911

3 GEORGE V., A. 1913

WATER POWER and other Public Property leased by the Department of

WELLAND

No. of Lease.	Date of Signature.	Lessee.	Lands or Right demised.
	1911.		
19019	Apr. 13.	Water Works Commission of Corporation of City of St. Catharines.	Privilege to lay and maintain water main from Lessee's reservoirs crossing old Canal and Hydraulic Race at Lock No. 4.
19063	May 8.	Wm. J. Aikens.....	Privilege to lay and maintain a 5⅝ inch gas main across Canal land and under Grand River at Dunnville.
19154	June 30.	Robinson Bros., Cork Co. Ltd.	Part of lot 27, Con. 1, T'p. of Humberstone County of Welland, Ont.
19175	Aug. 9.	Department of Marine and Fisheries of Canada.	Land east of Port Colborne Harbour, being part of lot No. 27, Con. 1, T'p. of Humberstone, Co. of Welland.
19183	" 17.	Town of Welland... ...	Lot 26, T'p. of Crowland, Co. of Welland, Ont.....
19199	" 26.	Water Works Commission of town of Welland	Part of lot No. 247 town of Thorold, Co. of Welland, Ont.....
19200	" 26.	" " ..	Surplus water at Welland, Ont..... .....
H19208	Sept. 2.	The Riverside Stock Farm Company.	Land between Canal and Chippawa Creek, T'p. of Thorold, County of Welland, Ont.
19209	" 9.	The Page-Hersey Iron Tube & Lead Co.	Privilege to lay and maintain a 6-inch pipe from Canal to Lessee's works south of Welland, and draw water.
19251	" 29.	Department of Marine and Fisheries of Canada.	Part of lot No. 20, Con. 1, T'p. of Grantham, County of Lincoln, Ont.
19305	Dec. 9.	The Ontario Power Company of Niagara Falls.	Privilege to erect and maintain an electric power transmission line along west side of Old Canal near Thorold, Ont.
	1912		
I19348	Jan. 12	Montrose Paper Mills, Ltd.	Land on north side of Old Canal near Lock 21, Village of Merritton, Co. of Lincoln, Ont., and surplus of water.
J19416	Mar. 22.	Grand Trunk Railway Company of Canada.	Part of lot 27, Con. 1, T'p. of Humberstone, Co. of Welland, Ont., now in Village of Port Colborne.

F Cancels and supersedes No. 9401.
G Supersedes No. 16382; surrendered.
H Cancels and supersedes No. 15793.
I Supersedes Lease No. 2501; sublet as to land by No. 19524 to Interlake Tissue Mills, Ltd.
J Cancelled by O.C. dated June 29th 1912.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1912—*Concluded.*

CANAL.

Amount of Water Power.	Area.	Term.	Commencement of Term.	Annual Rental.	Due each Year.	First Instalment Due.
				$ cts.		
.....	....	During pleasure...	April 1, 1911.	10 00	April 1....	April 1, 1911
.....	.....	" ..	" 1, 1911.	10 00	" 1....	" 1, 1911
.....	1·53 acres.	" ..	May 1, 1911.	15 00	May 1....	May 1, 1911
.....	0·02 " .	" ..	July 1, 1911.	1 00	July 1....	July 1, 1911
....	1·14 " .	" ..	Aug. 1, 1911.	10 00	Aug. 1....	Aug. 1, 1911
.....	6·19 " .	21 years renewable.	June 1, 1911.	25 00	June 1....	June 1, 1911
80.....	... .	" .	" 1, 1911.	240 00	" 1....	" 1, 1911
.....	290 acres ..	21 years	Aug. 1, 1908.	200 00	Aug. 1....	Aug. 1, 1908
.....	.....	During pleasure. ..	" 1, 1911.	100 00	" 1....	" 1, 1911
.....	0·5 acres...	" ...	" 10, 1911.	1 00	" 10 ...	" 10, 1911
....	.....	" ...	Oct. 1, 1911.	50 00	Oct. 1....	Oct. 1, 1911
850.....	2·16 acres..	21 years renewable.	Jan. 12, 1912.	$80 for land, $3 per H.P. for water.	Jan. 12....	Jan. 12, 1912
....	.....	" .	Feb. 1, 1912.	475 20	Feb. 1....	Feb. 1, 1912

H. F. ALWARD,
Departmental Solicitor.

PROPERTY leased to the Department of Railways and Canals by

INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessor.	Lands or rights demised.
	1911.		
19194	Aug. 18	The Grand Trunk Railway Co. of Canada.	Office fronting on Dufort St., Quebec . . . . .

QUEBEC

	1911.		
†19272	Nov. 17	The Grand Trunk Railway Co. of Canada.	Certain rooms and space on 5th floor of Canadian Express Building, McGill Street, Montreal.

SOULANGES

19264	Oct. 19..	The Grand Trunk Railway Co. of Canada.	Privileges of tying up vessels at Company's wharf and dock at Coteau Landing.

TRENT

	1911.		
19010	April 1.	The Hamilton Bridge Works Co., Ltd.	Land in City of Hamilton, Ont. . . . .
	1912.		
‡19409	March 4	John Collins.	Land in Village of Hastings, Co. of Northumberland, Ont . . . . .

† Supersedes No. 17476, dated Dec. 30, 1908.
‡ Renews No. 17635, dated April 1, 1909.

various parties during the Fiscal Year ended March 31, 1912.

RAILWAY.

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual Rental.	Due each year.	First instalment due.
			$ cts.		
.....	3 years.....	May 1, 1911...	1,000 00	May 1.....	May 1, 1911.

BBIDGE.

....	2 years.....	May 1, 1910...	2,350 00 for 1st year. 1,800 00 thereafter	May 1.....	May 1, 1911.

CANAL.

....	During pleasure..	Oct. 19, 1911..	.....	....	.....

CANAL.

5,000 s.f.....	9 months...	April 1, 1911.	1 00	April 1.....	April 1, 1911.
... .	2 years....	March 1, 1912.	25 00	March 1....	March 1, 1912.

H. F. ALWARD,
Departmental Solicitor.

3 GEORGE V., A. 1913

PROPERTY conveyed to the Department of Railways and

INTERCOLONIAL

No. of Deed.	Date of Deed.	Grantor.	Lot.
	1910.		
*19134	Sept. 24.	James Yeo	Part of Cad. Lot No. 616
	1911.		
19135	April 27.	Jas. W. Gardner *et ux.*	Land on road leading from Moncton to Lewisville
19180	April 28.	William Hopper *et al.*	Land at
	1910.		
*19253	Dec. 27.	The Roman Catholic Bishop of St. John.	Land in the City of
*19297	Jan. 26.	Elizabeth Rice *et al* (estate Thos Garnett and Jno. J. Holland)	Land on west side of Upper Water St
	1911.		
19311	Aug. 28.	Nova Scotia Steel and Coal Co., Ltd., and the Eastern Trust Co.	Line of railway from Ferrona to Sunnybrae
	1909.		
*19312	Sept. 10.	Octave Fortin	Land in 3rd Range of Parish of
	1910.		
*19425	July 5.	The Builders' Wood-working Co., Ltd.	Land at
	1911.		
*19506	Feb. 20.	Wm. Roche	Land in City of

QUEBEC

	1911.		
*19298	March 13.	The Quebec Improvement Co., Ltd.	Land in Parish of

CORNWALL

	1911.		
19342	Sept. 26.	Geo. G. Smith *et ux.*	Part of E. ½ of Lot No. 15, Con. 1

LACHINE

	1911.		
19342	Oct. 5.	Canada Linseed Oil Mills Co., Ltd.	Part of Lot No. 3499

SESSIONAL PAPER No. 20

Canals during the Fiscal Year ended March 31, 1912.

RAILWAY.

District.	County.	Area.	Amount.
			$ cts.
Fraserville	Kamouraska, Que	50,570 sq. ft	2,528 50 and interest
Harrisville	Westmorland, N.B.	8,505 sq. ft.	300 00
	"	0·399 acre	40 00
Moncton	"	1·75 acre	5,914 65
Halifax	Halifax, N.S	3,276 sq. ft	975 00
	Pictou, N.S.		100,000 00
St. Octave de Métis	Rimouski, Que	3,000 sq. ft.	60 00
Snnnybrae	Westmorland, N.B.	55,500 sq. ft. or 1.274 acres **	14,400 00
Halifax	Halifax, N.S.	564 sq. ft	65 00

BRIDGE.

St. Nicholas and St. Romuald d'Etchemin.	Lévis, Que.	44·14 acres	31,683 15

CANAL.

Cornwall	Stormont, Ont	0·5 acre	675 00 and interest.

CANAL.

Montreal	Hochelaga	25,150 sq. ft.	12,575 00

PROPERTY conveyed to the Department of Railways and

RAPIDE PLAT

No of Deed.	Date of Deed.	Grantor.	Lot.
	1911.		
19179	May 15.	Francis A. Mackenzie *et ux.*	S. ½ of Lots Nos. 19 and 20, in Block No. 96, Village of... ...

TRENT

	1911.		
19080	April 18.	Corporation of the County of Hastings.	Part of old travelled road in Lots 1 and 2, Con. IV, parts of Bridge and Main Sts. ; Lot IV, Con. 5 ; Lots 11 and 12 and W ½ of Lot 10 on N. side of Bridge St., Tp. of
19126	May 15.	Catherine C. MacColl.	Part of Block XXXV on W. side of Saskatoon Ave., E. side of River Trent, in Town of
19132	June 3.	Clifford B. Wright *et ux.*	Lot No. 5 in Block XXXVIII on E. side of Henrietta St. ...
19159	" 5.	Town of Trenton.....	Part of Lot No. 1, Con. 1 (now in Town of Trenton).....
*19214	Feb. 8.	Jno. B. Ferris *et ux*...	Parts of Block XXXV on W. side of Saskatoon Ave., E. side of River Trent, Town of
19215	July 22.	Mary Jane Coveney...	Part of the N. ½ of Lot No. 7, Con. 2.. .. ..
19216	" 24.	Edward Coveney.....	Parts of N. ½ and S. ½ of Lot No. 6, Con. 2. ....
19217	" 24.	"	Part of N. ½ of Lot No. 6, Con. 2. ....
19218	Aug. 5	Stephen J. Potts	Gore in front of Lot No. 6 and Gore in front of Lot No. 7, Con. 1.
19219	July 28.	Wm. N.Stephens *et ux.*	Parts of N. ½ and S. ½ of Lot No. 6, Con. 1, and part S. ½ of Lot No. 6, Con. 2.
19220	Aug. 4.	E. E. Stephens *et ux*...	Part of S. ½ of Lot No. 7, Con. 3..... ... .
19291	July. 25.	James Owns *et ux*.....	Parts of S. ½ of Lots 6, 7 and8 and part of N. ½ of Lot 8, Con. 3.
19292	Aug. 23.	Alex. T. Green *et ux*..	Parts of Lots 13 and 14 in Water of East River Block.....
	1909.		
*19293	Jan. 16.	Sydney R. Goodwin ..	Parts of Lots Nos. 106 and 107, Con. 1, E. of Yonge St.....
	1911.		
19294	Sept. 16.	Wm. Jno. Doxsee *et ux.*	Part of Lot No. 9, Con. VI (in Town of Campbellford).....
19295	July 29.	Wm. Potts *et ux*.. ..	Part of the S. ½ of Lot No. 7, Con. 1 ....
19296	June 16.	Wm. McKenzie (Mortgagee of Matheison property).	Part of Lot 25, Con. 1..... ....
19299	Aug. 29.	Ada Jane Shaw and Harper Shaw.	Parts of Lots Nos. 23 and 24 S. Block of Campbellford ; and parts of Lot 10, Con. 7 (in Town of Campbellford).....
19300	" 24.	Ellen Farrell	Part of Lot No. 17 in South Block... ....

SESSIONAL PAPER No. 20

Canals during the Fiscal Year ended March 31, 1912.

CANAL.

District.	County.	Area.	Amount.
			$ cts.
Morrisburg	Dundas, Ont	0·165 acre	500 00

CANAL.

Sydney	Hastings, Ont		35 00 and new road.
Campbellford	Northumberland	0·19 acre	400 00
"	"	0·25 acre	200 00
Murray	Hastings, Ont	0·445 acre	1 00
Campbellford	Northumberland	2·32 acres	900 00
Seymour	"	8·8 acres	355 00
"	"	60·5 acres	2,600 00
"	"	4 acres	200 00
"	"	27 acres	1,010 00
"	"	122·9 acres	7,959 50
"	"	9·3 acres	325 50
"	"	16 acres	500 00
Campbellford	"	1·11 acre	500 00
E. Gwillimbury	York, Ont	31·54 acres	2,840 00
Seymour	Northumberland	0·54 acre	500 00
"	"	23 acres	1,535 00
Eldon	Victoria, Ont	24·36 acres	1,453 81
Seymour	Northumberland	0·22 acre	925 00
Campbellford	"	1·05 acre	565 00

Number of Deed.	Date of Deed	Grantor.	Lot.
	1908.		
*19313	June 6...	Joseph W. Brammer..	Part of Lot 104, Con. 1, E. of Yonge St..... ... .
	1911.		
19314	June 13...	Henry Hulse *et ux*....	Parts of Lots Nos. 2 & 3, Con. 2, E. of Yonge St..... .....
	1908.		
*19315	Oct. 16...	Martha McClure *et ux*.	Part of Lot 110, Con. 1, W. of Yonge St..... .....
*19316	May 29...	John Richer	Part of Lots Nos. 97 & 98, Con. 1, E. of Yonge St.....
*19317	May 26...	W. C. Howard *et ux*...	Part of Lot No. 4, Con. 2, W. of Yonge St..... .....
*19318	Jan. 21...	Edith Artt *et mar*.....	Part of Lot 109, Con. 1, W. of Yonge St... .....
*19319	Feb. 11...	Hiram West *et ux*.....	Part of Lot 110, Con. 1, W. of Yonge St..... .....
	1911.		
19320	June 9....	Martin W. Barker *et ux*.	Part of Lot No. 8, Con. 2, E. of Yonge St..... . .. .
19321	Aug. 23 ..	Jno. Rellis *et ux*	Land in Town of Campbellford ....
19322	Oct. 31...	R. P. Grills *et ux*.....	Right of way over part of Lot 8, Con. 4.....
19323	July 29...	Richard N. Grills *et ux*.	Part of the N. ½ of Lot No. 9, Con. 4..... . ...
19336	April 15..	Charles E. Lundy.....	Part of Lot No. 8, Con. 2, E. of Yonge St.....
19337	May 10...	Jos. W. Brammer *et ux*.	Part of Lot 9, Con. 2, E. of Yonge St.....
	1908.		
*19338	June 22...	Maud. L. Wesley.....	Part of Lot 103, Con. 1, E. of Yonge St.....
	1911.		
19339	June 9....	Chas. Watson *et ux*...	Part of Lot 7, Con. 2, E. of Yonge St..... ..... .
	1908.		
*19340	May 26...	Frank W. Kelly *et ux*.	Part of Lot 5, Con. 2, E. of Yonge St ... ...
	1911.		
19341	Sept. 1...	Robt. H. Bishop *et al*.	Part of W. ½ of Lot 27, Con. 2 & Parts of Lots 3, 4, 5 & 6 on S. side of Queen St., Balsover.
19382	Oct. 23...	Rosannah Boyd. ..	Part of Lot No. 5, S. Block of the Town of Campbellford.. ..
19383	Nov. 23...	Edward T. Morton *et ux*.	Parts of Lots Nos. 6, 7, 8 & 9 in River Block on east side of George St., in Campbellford.
19384	Nov. 3....	Emily S. Rowed *et al*..	Lots Nos. 14,15,17,16,18,19 & parts of Lots Nos. 13 & 20 River Block, Campbellford.
19385	Oct. 4....	Susan Dayman.....	Part of Lot 18, S. Block Campbellford, and parts of Lots Nos. 10 & 11, Con. 7, and parts of allowance for road between said Lots Nos. 10 & 11.
19386	Oct. 12...	Margaret Dunn.....	Part of Lot No. 21, S. Block & part of Lot No. 10, Con. 7 Town of Campbellford.
19500	Nov. 4. ..	Robert Linton *et ux*...	Land in Town of Campbellford, formerly part of Lot No. 10, Con. 6, and part of Lot No. 3, River Block on West side of River Trent.
19501	Nov. 7....	Hulda Green.... . ..	Part of Lot No. 4, S. Block of Campbellford.....
	1908.		
*19502	Sept. 1...	Garibaldi B. Thompson *et ux*.	Parts of Lot No. 106, Con. 1, E. of Yonge St. (now in village of Holland Landing).
	1911.		
19503	Nov. 4....	Wm. M. Keir *et ux*...	Parts of Lot No. 10, Con. 6, in Campbellford.... ....
19504	Nov. 3....	Emily S. Rowed *et al*..	Parts of Lot No. 68 & 69 in Block 'F', town of Campbellford..
	1908.		
*19505	Nov. 3....	Jane Stephenson.....	Part of Lot No. 11 on E. side of Yonge St., Holland Landing.
	1911.		
19511	Oct. 3....	Thos. B. Haig *et ux*...	Parts of N. ½ and S. ½ of Lot No. 8, Con. 5..... .....
19512	Nov. 4....	Jas. Gibson *et ux*.	Parts of Lot No. 10, Con. VI (now in town of Campbellford).
	1912.		
19515	Feb. 15...	Fred C. Jewett *et ux*..	Part of Lot No. 24 in S. Block (in town of Campbellford).....

SESSIONAL PAPER No. 20

(Continued).

DEEDS *(Continued).*

District.	County.	Area.	Amount.
			$ cts.
E. Gwillimbury	York, Ont	6.26 acre	812 00
"	"	20.02 acres	4,000 00
"	"	0.65 acre	30 00
"	"	6.9 acre	1,200 00
"	"	18.97 acres	3,475 00
"	"	7 acre	450 00
"	"	8.5 acres	212 50
"	"	2.91 acres	350 00
Seymour	Northumberland, Ont	0.51 acre	375 00
"	"	65 ft. wide	450 00
"	"	7.8 acres	275 00
E. Gwillimbury	York, Ont	18.01 acres	2,000 00
"	"	10.94 acres	1,594 00
"	"	1.3 acre	100 00
"	"	1.05 acre	100 00
"	"	16.07 acres	3,000 00
Eldon	Victoria, Ont	0.5 acre	124 00
Seymour	Northumberland	0.03 acre	15 00
"	"	0.24 acre	800 00
"	"	0.75 acre	3,735 00
"	"	0.39 acre	300 00
"	"	0.21 acre	800 00
"	"	0.29 acre	1,539 84
"	"	0.002 acre	5 00
E. Gwillimbury	York, Ont	{0.24 / 0.60} acre	84 00
Seymour	Northumberland	0.07 acre	11 50
"	"	0.12 acre	200 00
E. Gwillimbury	York, Ont	0.01 acre	75 00
Seymour	Northumberland	61.10 acres	3,500 00
"	"	0.08 acre	205 00
"	"	0.08 acre	900 00

DEEDS

TRENT CANAL

Number of Deed.	Date of Deed.	Grantor.	Lot.
	1911.		
19516	Nov. 3...	Carrie Maines...	Part of Lot No. 22 in Water or East River Block, in Town of Campbellford.
	1912.		
19517	Jan. 15...	Mary Bateson *et al*....	Part of Lot 17 in Water or East River Block and Part of Lot 10, Con. 6 (now in Town of Campbellford.
19535	Feb. 15...	Louis H. Stephens *et al.*	Parts of Lots Nos. 24 and 25, S. Block, town of Campbellford.
	1911.		
19538	Nov. 29...	Carrie Maines *et al*....	Parts of space between South Block and Water of East River Block, Campbellford.
19563	Sept. 8...	Annie L. Foster... .	Parcel of land between South Block and Water or East River Block ; and pt. of Lot 10, Con. 7 (now in Town of Campbellford).
	1909.		
*19564	May 28...	Sarah A. Denne	Parts of Lots Nos. 103, 104, 105 & 106 and part of allowance for road between Lots Nos. 105 and 106, Con. 1

WELLAND

	1911.		
19127	April 7...	Charles D. Winn *et ux.*	Lot No. 18 and parts of lot Nos. 19, 20, 21, on N. side of Clarence St.; Lots 18, 19 and part of Lots 21, 22 and 23 on S. side of Park St.

*Too late for last year's Report.
**Except reserve 12′ x 100′ to Lucy D. McManus.

SESSIONAL PAPER No. 20

(Concluded.)

DEEDS *(Concluded.)*

District.	County.	Area.	Amount.
Seymour	Northumberland, Ont	0.2 acre	1,530 00
"	"	0.11 / 0.03 acre	400 00
"	"	0.24 acre	1,200 00
"	"	0.03 acre	140 00
"	"	0.05 acre	800 00
E. Gwillimbury	York, Ont	40.2 acres	5,000 00

CANAL.

Humberstone	Welland, Ont		4,000 00

H. F. ALWARD;
Departmental Solicitor.

LETTERS PATENT issued by the Department of Railways and Canals during the fiscal year ended March 31, 1912.

CANADIAN PACIFIC RAILWAY.

Number.	Date.	Grantee.	Description.	Area.	Amount.	Remarks.
	1912.				$ cts.	
19268	Jan. 17...	Mary Plommer.....	Quit-Claim deed of part of district Lot 261, district of New Westminster.....	0·64 ac.....	1 00	
			INTERCOLONIAL RAILWAY.			
	1911.					
19157	June 23...	Silas W. Copp...	Deed of land in town of Sackville, Westmoreland County, N.B.	0·1 ac.....	....	
			TRENT CANAL.			
	1911.					
19229	Aug. 24 ..	Hon. Jas. Cockburn *et al*	Revoking letters patent No. 3264 dated Dec. 9, '69, granting permission to keep erected and maintained a certain dam across the River Trent at Campbellford, Ont.....	....	.....	
19328	Dec. 5....	Thos. Robinson.. . ..	Deed of part of W. ½ of Lot No. 25, Con. 10, T'p. of Eldon, Co. of Victoria, Ont	2·75 ac.....	....	
			WELLAND CANAL.			
	1911.					
19248	Sept. 1 ...	City of St. Catharines.	Deed of part of Lot 13, Con. 6, T'p. of Gratham, County of Lincoln, Ont.....	13·55 ac..	1,016 25	

H. F. ALWARD,
Departmental Solicitor.

PROPERTY conveyed by the Department of Railways and Canals during the Fiscal Year ended March 31, 1912.

INTERCOLONIAL RAILWAY.

No.	Date.	Grantee.	Description.	Area.	Amount.	Remarks.
19228	1911. Oct. 5...	Department of Public Works.	Transferring portion of I. C. R. wharf at Sydney, N. B.	1,800 sq. ft.	.....	Order in Council.
			CORNWALL CANAL.			
19193	1911. July 31...	Township of Cornwall.	Transferring road culvert and fences on the Montreal road in the T'p. af Cornwall, County of Stormont, Ont.	.....	.....	.....
			WELLAND CANAL.			
19246	1911. Sept. 11..	Department of Marine and Fisheries.	Part of Lot No. '1A' of the subdivision of Lot. No. 28 Con. 1, Village of Port Colborne, T'p. Humberstone, Ont.	0.525 acre.	.....	Order in Council.

H. F. ALWARD,
Departmental Solicitor.

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1912.

INTERCOLONIAL RAILWAY.

Number of Release.	Date of Release.	Grantor.	Description.	Amount.
	1911.			$ cts.
19171	July 21..	The Charlton Steam Shipping Co., Ltd.	For damages to steamer *Hollinside* by I.C.R. car at wharf at Pugwash, N.S.	150 00
19247	Sept. 23..	Mary McNeil and Donald J. McNeil.	For claims for damages due to death of John Edward McNeil.	750 00
19288	Oct. 16..	Marguerite Morton....	For injuries sustained by John Morton in railway accident at Nash's Creek, N.B., on Oct. 6, 1909.	1,000 00
19356	Dec. 16..	Mary Ann Gunnip(executrix estate of James Gunnip).	For claims for damages arising out of accident to James Gunnip on government railways.	500 00
	1909.			
*19392	Aug. 2..	Roman Catholic Bishop of diocese of Chatham, N.B.	For land taken for spur line at Petit Roche, parish of Beresford, county of Gloucester, N.B., and damages.	600 00

RIDEAU CANAL.

	1912.			
19514	March 12..	Township of Bedford....	For damages by the flooding of certain roads and bridges in township of Bedford, county of Frontenac, Ont., by the waters of the Wolfe and Bob's Lake reservoir systems in connection with the canal.	1,000 00

SAULT STE. MARIE CANAL.

	1911.			
19195	Aug. 18 .	John Erickson.....	Damages arising out of accident to John Erickson owing to falling of plank from canal wall.	750 00

SOULANGES CANAL.

	1911.			
19156	July 1..	J. B. Besner.....	For damages to bridge over canal at St. Anthony's road.	63 00

TRENT CANAL.

	1911.			
19082	April 20..	Elizabeth Jackson *et mar.*	For damages to lot No. 3, con. 8 and lot No. 3, con. 9, tp. of S. Burleigh, county of Peterborough, Ont.	198 00
19083	May 1..	Mary Ann Routley *et mar.*	For damages to S.E. part of island No. 7, Stoney Lake, tp. of Dummer, county of Peterborough, Ont.	200 00
19096	May 2..	Henry S. Bernard. ..	For damages to lot No. 6, con. A, tp. of S. Monaghan, county of Northumberland, Ont.	80 00
19097	April 29..	Wm. Jno. Baptie and Wesley Sherin (executors estate of Peter Baptie).	For damages to island No. 12, Stoney Lake, tp. of Dummer, county of Peterborough, Ont.	225 00
19111	April 12..	Michael Twomey *et al*...	For damages to N.E. ¼ of lot No. 18, con. 6, tp. of Emily, county of Victoria, Ont.	75 00
19112	April 24..	Richard W. Johnson *et ux*	For damages to lot No. 6, con. 4, township of Stanhope, county of Haliburton, Ont.	85 00
19113	May 26..	John H. Hubble *et ux*...	For damages to W. ½ of lot No. 30 and W. ½ of lot No. 31, con. 11, tp. of Dummer, county of Peterborough, Ont.	450 00

SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1912—*Continued.*

TRENT CANAL—*Continued.*

Number of Release.	Date of Release.	Grantor.	Description.	Amount.
	1911.			$ cts.
19128	May 27..	Thos. J. W. E Storey *et ux.*	For damages to the N.W. ¼ of lot No. 19, con. 3, tp. of Emily, county of Victoria, Ont.	240 00
19129	May 1..	Patrick Y. Crowley *et ux*	For damages to the S. ½ of lot No. 5, con. 10, tp. of Ennismore, county of Peterborough, Ont.	30 00
19130	April 30..	James Acton *et ux*	For damages to island No. 9 and to lot No. 3, etc., tp. of S. Burleigh, county of Peterborough, Ont	398 00
19131	May 27..	Thos. Cavanagh *et ux*....	For damages to S.E. ¼ of lot No. 7, con. 8, tp. of Ennismore, county of Peterborough, Ont.	108 00
19138	May 16..	Robt. H. Casey *et al*.....	For damages to S. ½ of lot No. 18, con. 4, tp. of Emily, county of Victoria, Ont.	150 00
19170	April 20..	William McGuire *et al*...	For damages to lot No. 4 and the W. ½ of lot No. 5, con. 13, tp. of Harvey, county of Peterborough, Ont.	150 00
19287	Sept. 28..	John J. McBain *et ux*...	For damages to island No. 16 "A", tp. of S. Burleigh, county of Peterborough, Ont.	460 00
19289	July 28..	Daniel Maloney *et al*....	For damages to part of lot No. 9, con. 10, tp. of Douro, county of Peterborough, Ont.	25 00
19290	July 31..	Jos. A. Brown *et al* (estate of Robt. Brown).	For damages to W. ½ of lot No. 30, con. 5, tp. of Dummer, county of Peterborough, Ont.	40 00
*19308	March 25.	Stephen H. O'Connor *et al*	For damages to the S. ½ of lot No. 2, con. 7, tp. of Ennismore, county of Peterborough, Ont.	400 00
19309	July 18..	Susan F. Irwin *et conjux.*	For damages to lots Nos. 48 and 49 con. 15, tp. of Smith, county of Peterborough, Ont.	750 00
19329	Nov. 9..	John H. Fallis *et al*.....	For damages to lot No 7, con. 3, tp. of S. Monaghan, county of Northumberland, Ont.	560 00
19330	Nov. 14..	Wm. Pamment *et al*.....	For damages to the N. ½ of lot No. 15, con. 2, tp. of S Monaghan, county of Northumberland, Ont.	525 00
19331	Dec. 15..	Township of Bexley.....	For damages to public roads, streets and highways in the tp. of Bexley, county of Victoria, Ont.	1,000 00
19332	July 14..	Isaac Moore *et ux*.....	For damages to the N. ½ of lot No. 23, con. 6, tp. of Emily, county of Victoria, Ont.	80 00
19333	Nov. 25..	Robt. T. Hill *et al*.....	For damages to lot No. 9. con. 6, tp. of Harvey, county of Peterborough, Ont.	320 00
19334	Oct. 24..	John J. Northey *et al*. ..	For damages to the N- ½ of lot No. 31, con. 15, tp. of Smith, county of Peterborough, Ont.	100 00
19335	Nov. 3..	Eustace H. Grubb *et ux*..	For damages to island No. 83 tp. of Burleigh (southern division), county of Peterboro', Ont.	25 00
19355	Sept. 19..	Jas. J. Nicholls *et ux* ...	For damages to lots Nos. 9 and 10 on N. side of Church St. and lot No. 13, on side of Victoria St., village of Omemee, Co. of Victoria, Ont.	80 00
19387	Nov. 15..	Samuel Truman *et al*....	For damages to E. ½ of lot No. 22, con. 8, tp. of Eldon, county of Victoria, Ont.	175 00
19388	Sept. 14..	Isabel Eastwood *et al*....	For damages to part of reservation referred to as West Esplanade on plan of portion of lot No. 12, W. of Communication road, tp. of Smith, county of Peterborough, Ont.	400 00
19389	July 17..	Mary Jane Adams *et al*..	For damages to lot No. 1 and the W. ½ of lot No. 2, con. 17, tp. of Harvey, county of Peterborough, Ont.	63 00
19390	Aug. 28..	Wm. Miles *et ux*..	For damages to part of lot No. 31, con. 6, and W. ½ of lot No. 30, con. 7, tp. of Dummer, county of Peterborough, Ont.	208 00
19391	July 29..	George Irwin *et ux*.....	For damages to lot No. 2 on S. side of Ash street, in village of Port Colborne, county of Welland, Ont., caused by raising street level.	440 00
19412	July 11..	Mary H. Kelly *et al* (estate of W. S. Kelly.	For damages to E. ½ of lot No 2, con. 17, tp. of Harvey, county of Peterborough, Ont.	48 00
19413	May 10..	John Krager *et ux*	For damages to N. ½ of W. ½ of lot No. 23, con. 16, tp. of Harvey, county of Peterborough, Ont.	60 00
19507	Dec. 30..	Township of Emily.....	For damages to certain municipal road allowances in tp. of Emily, county of Victoria, Ont.	1,975 00

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1912—*Continued.*

TRENT CANAL—*Concluded.*

Number of Release.	Date of Release.	Grantor.	Description.	Amount.
				$ cts.
*19508	1910. Nov. 19..	Wm. H. Bradburn *et ux.*	For damages to S. ¼ of lot No. 20 and lot No. 21, con. 5, tp. of Emily, county of Victoria, Ont.	352 00
19510	1912. Feb. 26..	Roy Northey *et al*... ..	For damages to W. ½ of lot No. 28, con. 14, tp. of Smith, county of Peterborough, Ont.	60 00
*19513	1910. Nov. 1..	Leo Cadigan.....	For damages to part of lot No. 4 in the 10th con. of Ennismore, county of Peterborough, Ont.	1 00
19519	1912. March 7..	Township of Smith *et al.*	For damages to part of lot No. 12, west of the Communication road, tp. of Smith, county of Peterborough, Ont.	450 00
19520	1911. Nov. 27 .	Wm. A. Davis *et al*.....	For damages to the S. ½ of lot No. 19, con. 8, tp. of Emily, county of Victoria, Ont.	150 00
19522	1912. Jan. 27..	Ann Anderson.....	For damages to the E. 7 ac. of part of lot No. 12, con. 9, tp. of Hamilton, county of Northumberland, Ont.	30 00
19533	1911. Oct. 26..	Thos. C. W. McCague *et al.*	For damages to the S. ½ and to the N.E. ¼ of lot No. 19, con. 3, tp. of Emily, county of Victoria, Ont.	150 00
19536	1912. Jan. 27..	Emaline B. Couch.....	For damages to part of lot No. 2, con. 1, tp. of Alnwick, county of Northumberland, Ont.	200 00
19565	Jan. 5..	Elizabeth Jackson *et al*..	For damages to lot No. 4, con. 10, tp. of Burleigh, (southern division) county of Peterborough, Ont.	240 00
19566	Jan. 23..	Willam Puffer *et ux*.....	For damages to the W. ½ of lot No. 32, con. 10, tp. of Dummer, county of Peterborough, Ont	75 00
19567	1911. Nov. 28..	William Batten *et al*	For damages to island No. 7, Buckhorn Lake, tp. of Harvey, county of Peterborough, Ont.	75 00
19568	July .20..	Ann Anderson *et al*.....	For damages to lot No. 2 on the north side of Ash street, in village of Port Colborne, Ont.	600 00

WELLAND CANAL.

19127	1911. April 7..	Charles D. Winn *et ux*...	For damages to lot No. 17, on the N. side of Clarence St., and to lot No. 17 on S. side of Park St., Port Colborne, Ont.	550 00

* Too late for last year's report.

H. F. ALWARD,
Departmental Solicitor.

PART III

REPORTS OF THE GOVERNMENT RAILWAYS MANAGING BOARD AND OTHER OFFICIALS

FOR THE YEAR 1911-12

Government Railways Managing Board.
W. B. MacKenzie, Chief Engineer, I.C.R.
T. C. Burpee, Engineer of Maintenance, I.C.R.
G. R. Joughins, Superintendent of Motive Power, I.C.R.
S. L. Shannon, Comptroller, I.C.R.
Statement of Casualties, I.C.R.
S. L. Shannon, Comptroller, Windsor Branch.
T. C. Burpee, Engineer of Maintenance, Windor Branch.
W. B. MacKenzie, Chief Engineer, P.E.I. Ry.
H. McEwen, Superintendent, P.E.I. Ry.
W S. Poole, Mechanical Superintendent, P.E.I. Ry.
W. T. Huggan, Accountant and Auditor, P.E.I. Ry.
Statement of Casualties, P.E.I. Ry.
Chairman and Secretary of Government Railways Provident Fund.

MONCTON, N.B., June 14, 1912.

SIR,—The Government Railways Managing Board have the honour to submit the following report on the working of the Government Railways during the fiscal year ended March 31, 1912:—

The board was constituted as follows:—

Mr. A. W. Campbell, C.E., chairman, Ottawa.
Mr. D. Pottinger, I.S.O., assistant chairman, Moncton.
Mr. E. Tiffin, general traffic manager, Moncton.
Mr. F. P. Brady, general superintendent, Moncton.
Mr. J. B. T. Caron, general solicitor, Moncton.

There were eleven meetings of the board during the year, three of these in Montreal and eight in Moncton.

The railways under the control of the board are:

The Intercolonial railway, the Windsor Branch railway, and the Prince Edward Island railway.

Separate accounts are kept for each of these railways, and they will be considered separately in this report.

INTERCOLONIAL RAILWAY.

The following reports of officials are inclosed:—

Report of the Chief Engineer on works charged to capital account.

The report of the Chief Engineer of Maintenance on the repair and renewal of the permanent way buildings and works.

Report of the Superintendent of Motive Power, and of the Mechanical Department's Accountant, with the statements relating to the Mechanical Department.

Also the general accounts of the railway prepared by the Comptroller, as follows:—

1. Capital account.
2. Revenue account.
3. Maintenance of way and structures.
4. Maintenance of equipment.
5. Traffic expenses.
6. Transportation expenses.
7. General expenses.
8. General stores account.
9. General balance.
10. Statement of averages.

Return of casualties.

The length of railway in operation during the year 1910-11 was 1,455·63 miles.

In September, 1911, the branch line from Ferrona Junction to Sunny Brae, in the County of Pictou, N.S., was acquired. The mileage of this branch line is 12·52 miles—so that the length of road in operation on March 31, 1912, was 1,468·15 miles.

CAPITAL ACCOUNT.

The cost of the road and equipment on March 31, 1911, was $93,035,371.08. The additions during the year were as follows:—

Air brakes—to improve triple valves	$ 7,150 00
Bridges—to strengthen	53,551 40
Campbellton—to increase accommodation at	176,810 41
Chatham—diversion of the line and branch to wharf	210,563 93
Construction of spur line from Hampton station to Hampton village	1,711 08
Freight cars—air brakes to	12,160 00
Freight cars—to exchange draw bars of	1,999 72
Fredericton—to increase accommodation at	42,978 63
General protection of highways	114,266 28
Halifax—docks and wharves at	98,898 72
Halifax—to increase accommodation at	73,989 59
Moncton—addition to general office building	80,626 67
Moncton—locomotive and car shops with equipment and new freight yard and cut-off line	106,936 31
Mulgrave—improvements at	28,961 12
New Glasgow—double tracking at	26,069 15
Original construction	175 96
Passenger cars—to equip with fire extinguishers and tool boxes	6,400 00
Princess Pier—additional facilities at	15 05
Rivière du Loup—engine house equipment	6,645 41
Rolling stock	128,485 13
Steamer *Scotia*—new machinery for	832 68
Stellarton—to increase accommodation at	30,000 00
St. John—to increase accommodation at	25,600 00
Surveys and inspections	564 69
Sydney Mines diversion	249,929 45
To increase accommodaton and facilities along the line	50,952 23
Towards the construction of a railway from a point on the Intercolonial railway at or near New Glasgow, in the County of Pictou, to the Town of Guysboro', and from the said line of railway at Cross Roads Country Harbour to the deep water of the said harbour	113,406 49
Towards the construction of a railway from a point on the Intercolonial railway at or near Dartmouth, in the County of Halifax, via Musquodoboit Harbour and the Valley of the Musquodoboit to Dean's Settlement, in the said county	24,696 31
Towards the construction of a railway from a point on the Intercolonial railway at or near Alba, in the County of Inverness, to the Town of Baddeck, in the County of Victoria	11,121 01
Truro—to increase accommodation at	24,951 14
Making the total cost on March 31, 1912	$94,745,819 64

Explanations in regard to the expenditure on capital account will be found in the report of the Chief Engineer, and in the report of the Superintendent of Motive Power.

REVENUE ACCOUNT.

The gross earnings and the working expenses for the year compare as follows:—

Gross earnings	$10,593,785 84
Working expenses	10,591,035 84
Net earnings	$ 2,750 00

There was a gain of $539,569.69 from the operation of the railway for the year. Of this surplus $536,819.69 was transferred in March to equipment renewal account, so that when the books were closed at the end of the year they showed net earnings $2,750.

The gross earnings compare as follows with those of the previous year:—

In 1911-12	$10,593,785 84
In 1910-11	9,863,783 40
Increase	$ 730,002 44

The earnings from passenger traffic compare as follows:—

In 1911-12	$ 3,017,304 63
In 1910-11	2,899,419 82
Increase	$ 117,884 81

The earnings from freight traffic compare as follows:—

In 1911-12	$ 7,008,300 49
In 1910-11	6,344,595 66
Increase	$ 663,704 83

The earnings from mails, express freight and miscellaneous compare as follows:—

In 1911-12	$ 568,180 72
In 1910-11	619,767 92
Decrease	$ 51,587 20

The earnings by mile of railway compare as follows:—

In 1911-12	$ 7,215 74
In 1910-11	6,776 30
Increase	$ 439 44

The earnings by train mile compare as follows:—

In 1911-12	$ 1 43
In 1910-11	1 42

The numbers of passengers carried compare as follows:—

In 1911-12	3,416,553
In 1910-11	3,232,895
Increase	183,658

There was an increase of 158,487 in the number of local passengers and of 25,171 in the number of through passengers.

The weight of revenue producing freight compares as follows:—

	Tons.
In 1911-12	4,536,599
In 1910-11	4,101,400
Increase	435,199

There was an increase in local freight of 367,052 tons, and also an increase in through freight of 68,147 tons.

A number of statements which give detailed information in regard to the traffic are appended to this report. They are as follows:—

Statement of receipts, showing the receipts monthly from passenger traffic, freight traffic, and mails and sundries.

Passenger statement, showing monthly the number of local and of through passengers carried and the mileage.

Freight statement, showing monthly the number of tons of local and through freight carried, and the mileage.

Comparative statement, showing the principal articles of freight carried during this year and the preceding year.

Descriptive statement of freight transported, showing a few of the principal articles.

Statement of coal transported, showing the stations from which it was sent.

Statement showing the quantity of raw and of refined sugar, of fresh and salted fish, of grain for export, and of European freight carried over the railway.

Statements of the ocean-borne passenger business at Halifax, at St. John and at Quebec, showing the number of passengers received by the railway from each of the steamers named.

Statements of ocean-borne freight traffic at Halifax and at St. John, showing the quantity of freight imported and exported by the lines of steamers named and carried over the railway.

WORKING EXPENSES.

The working expenses compare as follows with the previous year:—

In 1911-12	$10,591,035 84
In 1910-11	9,595,976 79
Increase	$ 995,059 05

The averages compare with those of last year as follows:—

Per mile run by engines—	
In 1911-12	1·1248
In 1910-11	1·0777
Per mile run by trains—	
In 1911-12	1·43
In 1910-11	1·37
Working expenses per mile of railway—	
In 1911-12	$ 7,213 86
In 1910-11	6,592 33

The Engineer of Maintenance reports that the road was never in better condition. During the year 476,048 ordinary ties and 190 sets of switch ties were put in. 151½ miles of track were ballasted.

1·83 miles of additional sidings were provided at various points.

Bridges, culverts, wharfs and buildings received necessary repairs.

The fences were repaired and 30·55 miles of fences were built.

The snow sheds and snow fences were repaired.

The Superintendent of Motive Power in his report, which is sent herewith, states that the general condition of the rolling stock is good.

One colonist car, fifty box cars, one refrigerator car, thirty-eight platform cars and ten freight vans were rebuilt in the railway shops to replace an equal number taken out of service.

One milk car was built, and two of the steam motor cars were converted into first-class and baggage cars, in the railway shops.

Five passenger locomotives of the Pacific type and three passenger locomotives of the ten-wheel type, five first-class passenger cars, three colonist cars, Forty-six steel side-dump cars, three hundred and seventy-one box cars, one refrigerator car, seventy platform cars and two stock cars were purchased. The eight locomotives replaced seventeen old small type locomotives, nine of the latter being taken off the register in consequence; the tractive power of the eight modern locomotives exceeding by 6,444 lbs. the tractive power of the seventeen smaller locomotives. Two of the first-class passenger cars purchased replaced the same number taken out of the service. The forty-six steel side-dump cars replaced three hundred and eighty-three six-ton hopper cars which were taken out of the service. Except as noted as above the cars purchased replaced an equal number of cars taken out of the service.

All the above were charged to working expenses.

STORES.

The value of stores purchased was	$3,710,077 38
The value of stores used was	4,192,961 31
The value of materials sold was	282,417 49
The value of stores on hand at the end of the year was:—	
Miscellaneous	568,723 71
Fuel	190,007 97
Roadway and bridge material	620,978 91
Total	$1,379,710 59

GENERAL.

The winter of 1911-12 was an average one. Very severe cold was experienced in some localities, while the snow fall on the line was considerable. The expenditure for clearing snow and ice was $151,580.68 as compared with $119,612.80 during the previous winter.

The branch line from New Glasgow to Thorburn, owned by the Acadia Coal Company, was operated by the Intercolonial railway, with a tri-weekly service, from September 12 to October 14, 1911.

The expenses of operation amounted to $51.10 and the receipts for passenger traffic amounted to $96.90.

WINDSOR BRANCH RAILWAY.

The line extends from Windsor Junction to Windsor, N.S., and is 32 miles in length. It is under lease to the Dominion Atlantic Railway Company, which operates the line, and which has also running powers over the Intercolonial railway between Windsor Junction and Halifax.

The Windsor branch is maintained by the government, and the company pays to the government one-third of the gross earnings.

The following statement of the accounts prepared by the Comptroller are inclosed:—

No. 1. Revenue account.
No. 2. Maintenance of way and structures.
No. 3. General balance.
No. 4. Statement of earnings.

Also the report of the Engineer of Maintenance on the work done during the year, and on the condition of the branch:—

The revenue (⅓ earnings) was	$73,176 60
The cost of maintenance was	33,854 05
Net earnings	$39,322 55

The earnings increased considerably, compared with those of the previous year, as follows:—

Earnings 1911-12	$73,176 60
Earnings 1910-11	48,191 43
Increase	$24,985 17

There was a slight increase in passenger traffic, while the mail earnings remained stationary. There was a large increase in freight traffic.

The Engineer of Maintenance reports that the track, bridges, and structures have been kept in good repair.

PRINCE EDWARD ISLAND RAILWAY.

The railway is 267·5 miles in length and the gauge is 3 feet 6 inches.

The following reports of officials are inclosed:—

Report of the Chief Engineer on the works charged to capital account.

Report of the Superintendent, who sends statements of the various accounts prepared by the Accountant and Auditor, also the report of the Mechanical Superintendent and the statements in regard to that department, also the return of casualties which occurred during the year:—

The cost of road equipment on March 31, 1911, was	$8,559,685 47
The expenditure during the year was	128,041 91
Making the total cost on March 31, 1912	$8,687,727 38

The report of the Superintendent and the report of the Chief Engineer give the details and explanations in regard to capital expenditure.

Gross earnings	$ 367,203 39
The working expenses for the year were	449,962 91
Deficiency	$ 82,759 52

The gross earnings compare with the previous year as follows:—

In 1911-12	$ 367,203 39
In 1910-11	337,419 55
Increase	$ 29,783 84

The increase was in both passenger and freight traffic.

The working expenses compare with the previous year as follows:—

In 1911-12	$ 449,962 91
In 1910-11	424,104 00
Increase	$ 25,858 91

The necessary work was done to maintain the permanent way and works, and the rolling stock, and they are in a state of efficiency.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

The report of the fund, which has been separately furnished, shows:—

Credit balance on March 31, 1911	$ 273,480 01
During the fiscal year the contributions of the employees amounted to	81,119 81
The contributions of the railways amounted to	81,119 81
Amounts received for refunds	1,482 08
A total of	$ 437,201 71
The total expenditure was	135,247 37
Leaving a balance of	$ 301,954 34
To which is to be added the interest	7,280 37
Making a total amount to the credit of the fund on March 31, 1912	$ 309,234 71

During the year twenty-nine employees were retired and placed upon the fund, and twenty-three have died, leaving three hundred and eighty-seven persons on the list receiving an allowance from the fund at the end of the fiscal year. This is an increase of six persons compared with last year.

In March, 1912, Mr. D. McDonald, Superintendent, Intercolonial railway, at Lévis, Que., was appointed a member of the board in the place of Mr. W. A. Dubé.

We have the honour to be, sir,
Your obedient servants,

A. W. CAMPBELL, Chairman,
D. POTTINGER, Assistant Chairman,
E. TIFFIN, General Traffic Manager,
F. P. BRADY, General Superintendent,
J. B. T. CARON, General Solicitor,
Government Railways Managing Board.

MONCTON, N.B., June 14, 1912.

Honourable FRANK COCHRANE,
Minister of Railways and Canals,
Ottawa, Ont.

SIR,—I have the honour to submit the following report on Capital Account expenditure for the fiscal year ending March 31, 1912.

To increase accommodation at Halifax—

A freight shed was built by contract on quay wall of crib-work (pier No. 9), at Richmond. Electric lighting was installed in this shed by the Railway Department.

A drop-pit was provided in the car repair shop for removing old car wheels and putting in new wheels.

A contract was let for a reinforced cement concrete pier and shed at deep-water terminus (pier No. 2).

A rack was provided in the freight car repair shop for testing triple valves for air-brakes.

The following lots of land were purchased that were required in connection with the improvements to Richmond yard:—

Thomas Flynn, lot No. 1—1,238 square feet.
Abegail Hunt, lot No. 3—4,734 square feet.
Patrick Dwyer, lot No. 4—4,785 square feet.
Isaac Creighton, lot No. 5—10,320 square feet.
John McKinnon, lot No. 6—5,108 square feet.
Isaac Creighton, lot No. 7—7,657 square feet.
Richard Shea, lot No. 8—5,543 square feet.
Emma F. and Susan L. Knowlton, lot No. 9—12,521 square feet.

7,622 lineal feet of track were laid in Richmond yard.

Borings and soundings required in connection with the proposed harbour improvements were made.

To increase accommodation at Truro—

Plans and specifications were prepared for a stone passenger station and a brick freight shed. Tenders were asked and contracts let and work of construction commenced.

Land required in connection with improvements was purchased as follows:—
Howard O. Christie, 14,476 square feet.
James D. Ross, 16,104 square feet.

2,966 lineal feet of tracks were laid in this yard.

Double tracking at New Glasgow—

A second track was laid through New Glasgow yard, 0·58 miles.

To increase accommodation at Stellarton—

Plans and specifications were prepared, tenders asked, and contract let for six additional stalls to the engine-house. The building was practically completed. The material required for the hot water heating plant was ordered and delivered and the work of installation of the plant commenced, and will be completed in fiscal year 1912-13.

1,061 lineal feet of new tracks were laid.

Addition to general office building at Moncton—

Plans and specifications were prepared, tenders asked and a contract let for an addition to the general office building. The work of construction is well advanced.

Contracts were let for the electric passenger elevator and the hot water heating system required in connection with this building and the work of installing is well under way.

All the electric work in connection with this building is being done by day labour by our electrical department.

This work will be completed early in fiscal year 1912-13.

To increase accommodation at St. John—

1,300 square yards of granite paving were laid at the freight sheds and station yard, and on roadway to station from Pond street.

The power-house at the elevator was extended and a new boiler and generator installed, which gives sufficient power to supply the electricity required by the Intercolonial railway at this point.

The electricity was formerly supplied by St. John Street Railway Company, and two small plants located in the elevator and engine-house which have been dismantled. On account of our plant not being in operation during the day, electric light is being supplied for the freight offices and the city ticket office by the St. John Street Railway Company.

A second track was laid between Island yards and Cold Brook, 1·10 miles.

To increase accommodation at Fredericton—

A new brick and stone passenger station was provided.

The following lots of land required in connection with improvements to be made were purchased from the following parties:—

John G. Boyd, lot No. 1—8,448 square feet.
James D. Lynn, lot No. 2—718 square feet.
Estate of Catherine E. Coy, lot No. 3—1,932 square feet.
A. D. Thomas, lot No. 3—Buildings.
Mrs. Ellen Flanagan, lot No. 4—9,400 square feet.
N. Moore, lot No. 5—7,500 square feet.
R. W. McLellan, lot No. 5—Buildings.
A. F. Randolph & Sons, lot No. 6—9,115 square feet.

To increase accommodation at Campbellton—

A brick station with stone trimmings was built.

A concrete platform in connection with the new station was partly built. On account of the cold weather work had to be suspended last fall. It will be completed in the spring as soon as the weather will permit.

Buildings for rest rooms were provided for enginemen and trainmen.

On account of the rearrangement of the yard a wooden freight shed was constructed on a new location by day labour. The temporary freight shed which was built after the fire was taken down and the materials used in the construction of permanent freight shed.

A car repair shop was provided.

A sand house was built.

A drop pit was provided in the engine-house for changing wheels on rolling stock.

The coaling pockets were taken down and erected on a new location near the engine-house, and three additional pockets added.

A loading platform was provided.
A subway was built.
21,485 lineal feet of new tracks were provided.

Diversion of line at Chatham and branch to wharf—

The contract which was let last year for a diversion of the line from Nelson station, easterly through the town of Chatham, thence to a point about 1¼ miles east of the town limits, three miles west of Loggieville, a distance of 8·28 miles, was completed.

The ballasting, which was not included in the above contract, will be done during next year.

Plans were prepared for a new freight shed at Chatham and for remodelling the existing station at Nelson for a freight shed. The material required for these sheds was ordered.

Plans and specifications were prepared for new stations at Chatham and Nelson.

The following persons were paid for land required for the right-of-way:—

Lot No. 2, Jos. Gardner.
Lot No. 9a, John P. Burchill.
Lot No. 9b, John P. Burchill.
Lot No. 63a., Alex. Fraser.
Lot No. 81, F. M. Tweedie.
Lot No. 85, Richard Walsh.
Lot No. 88, Rev. Jos. Theberge.
Lot No. 93, J. D. Creaghan.
Lot No. 96, W. S. Loggie.
Lot No. 97, J. C. Miller.
Lot No. 98, J. C. Miller.
Lot No. 122, John Irvine.
Lot No. 129, Estate of James Bremner.
Lot No. 133, Mrs. Francis McEwen.
Lot No. 134, Helen Dickeson.
Lot No. 135, Peter England.

Information was prepared for the following cases to be referred to the Exchequer Court.

Lot No. 1, John O'Brien.
Lot No. 37, Wm. Wilkinson.
Lot No. 43 & 43a, John McLaggan.
Lot No. 44, Geo. E. Fisher.
Lot No. 75a, Elizabeth Watt.
Lot No. 77a, Elizabeth Watt.
Lot No. 83, Hon. L. J. Tweedie.
Lot No. 87, A. F. & A. R. Loggie.
Lot No. 96, W. S. Loggie.
Lot No. 104a, Miramichi Lumber Co.
Lot No. 104b, Miramichi Lumber Co.
Lot No. 106, Miss Mary McLaughlin.
Lot No. 111, Miramichi Lumber Co.
Lot No. 130, Thos. Foley.
Lot No. 131, Thos. Foley.

Engine-house equipment, &c., Rivière du Loup—

An 8-inch cast-iron sewer was laid from the drop pit in the engine house into the mud basin on the main line of the sewer to the river.

Surveys and inspections—

A preliminary instrumental survey was made from Little Narrows to Whycocomagh.

Locomotive and car shops with equipment and new freight yard and cut-off line at Moncton—

Two hydrants and piping for fire protection were installed in the lumber yard.

For details of jib cranes, triple air-brake testing rack, drop pit for passenger cars, scrap bins, safety cylinders for five buzz planers, furnace for rivet and track bolt machine, machine for sewing and binding carpets, fire hose nozzles and ladders, sewers for closets, drainage around shop, oxg-acettyene welding plant, two hydrauligraphs, ventilator over tire setting apparatus in smith shop, see report of Superintendent of Motive Power and Rolling Stock.

A pitch and gravel roof was put on the gas producer plant building.

The Exchequer Court award in the case Wallberg *vs.* the King in connection with the sewers and water system for the new shops and yard was paid.

The Exchequer Court award in the case Moncton Land Co. and Pacific Breau *vs* the King for the land for the right-of-way for the cut-off line was paid. The cut-off line was advertised for tenders.

Geo. B. Willett and F. M. Tennant were paid for land, lot No. 7, for right-of-way for cut-off line.

To increase accommodation and facilities along the line—

Ste. Flavie.—A standard sand house was provided.

Ste. Flavie.—1,000 lineal feet of new tracks were provided.

Ste. Flavie.—An ice-house was provided.

Mulgrave.—The power-house was extended.

Lourdes.—A station was built.

Jacquet River.—The existing waiting-room and baggage-room was enlarged.

Moffatts.—A new freight shed was provided.

Mitchells.—A loading platform was built and 511 additional feet of siding put in.

Maccan.—904 feet of new track laid in the yard.

Torryburn.—A new siding provided, 346 feet long, also a loading platform.

Carmel.—A new freight shed built.

St. Wenceslas.—An addition was built to the existing freight shed.

Ste. Monique.—Water was provided for the dwelling for the agent.

Pugwash Junction.—A loading platform was built and 405 lineal feet of track laid.

Ste. Anne.—A stand pipe was installed.

Tatamagouche.—Hot-air heating was installed in the station and water closets provided.

Quispamsis.—A new freight sheed was provided.

Between Mitchell and Ste. Perpetue.—A telegraph line was put up.

Linwood.—A shelter and platform was provided.

Ashfield, a crossing.—Siding was put in about 1½ miles west of Orangedale, 360 feet long.

St. Augustine.—A siding was put in 821 feet long.

Ste. Perpetue.—Land was provided for siding accommodation.

Proberts.—A shelter and platform were provided.

Between Old Lake road and Ste. Alexandre.—A new siding was put in 401 feet long.

McKays.—The existing siding was extended 540 feet.

Moirs Dump.—A culvert was built.

Levis.—An ice-house was built.

Levis.—A concrete platform was provided.

Levis.—The estate of William Rhodes was paid for 1,783 square feet of land.

Bear Brook Siding.—Land was purchased for loading accommodation.

Sydney.—A fire hydrant was installed near the cattle-pen at the east end of the freight shed.

Oxford.—Water was put in the station by connecting a 1-inch pipe to the town water supply.

Wells at stations.—Water was provided for the stations at Tobins, Beau Rivage, and Elmsdale.

Amherst.—8,133 square feet of asphalt macadam paving was laid on Amherst Station roadway.

TO STRENGTHEN BRIDGES.

River du Sud bridge—

This is a through plate girder bridge, 9 spans. Seven of the spans, 65 feet long, were renewed during the year and the necessary alterations made to the masonry.

Etchemin bridge—

The steelwork for new deck plate girder bridge, 49 feet long over all, was delivered on the ground and will be erected early next year.

Antigonish bridge—

The through truss bridge, 1 span, 165 feet from centre to centre of bearings, which was delivered last year, was erected in place.

Bagot Tank bridge—

One through plate girder span, 23 feet long over all, was erected in place.

Nelson undercrossing—

One deck plate girder span, 34 feet over all, was erected in place.

During the year rolled beam spans were constructed and erected by our bridge crews as follows:—

	Feet.	Inches.
2½ miles east of Harbour au Bouche station, 1 span	12	
1 mile east of Linwood station, 1 span	12	
½ mile west of Linwood station, 1 span	11	
1½ miles west of Pomquet station, 1 span	17	
¾ mile west of Antigonish station, 1 span	19	
½ mile west of James River station, 1 span	12	6
¼ mile west of Woodburn station, 1 span	11	
1 mile west of Truro station, 1 span	11	
½ mile west of Londonderry station, 1 span	11	6
2 miles west of Londonderry station, 1 span	11	6
¼ mile east of Westchester station, 1 span	11	
½ mile west of Oxford Junction station, 1 span	10	6
3 miles west of Springhill station, 1 span	9	6
½ mile west of Passekeag station, 1 span	18	6
1½ miles west of Coal Branch station, 1 span	11	
¼ mile east of Birch Ridge station, 1 span	11	

	Feet.	Inches.
1½ miles west of Adamsville station, 1 span	9	6
1 mile west of Harcourt station, 1 span	11	7
1 mile west of Chatham Junction station, 1 span	13	
4 miles east of Red Pine station, 1 span	11	
4½ miles east of Jacquet River station, 1 span	11	6
2½ miles east of Campbellton station, 1 span	14	9
2 miles west of Campbellton station, 1 span	11	
2 miles west of Matapedia station, 1 span	12	6
1½ miles west of Flat Lands station, 1 span	15	6
2 miles east of Mill Stream station, 1 span	11	6
1¼ miles east of Assametquaghan station, 1 span	11	
¼ mile west of Assametquaghan station, 1 span	12	
½ mile west of Assametquaghan station, 1 span	12	6
4 miles west of Assametquaghan station, 1 span	11	6
2 miles east of Beau Rivage station, 1 span	11	

Improvements at Mulgrave—

A new brick passenger station was erected and electric lighting installed. A steam heating apparatus was put in this building which is supplied with steam from the existing power plant at the Transfer ferry.

Considerable excavation was made for rearrangement of tracks made necessary by the erection of the new station, and a crib retaining wall erected along the bank. Tracks were rearranged and 1,013 lineal feet of new siding laid.

Sydney Mines diversion—

The work in connection with the contract that was let last year for a single track diversion from near George's River station to Sydney Mines via the shore of Little Bras d'Or, a distance of 9·09 miles, was carried on during the year. The grading was about completed.

Track material was all delivered.

The fencing of the right-of-way was completed.

Steel bridges with the necessary masonry were erected at George's river and George's River under-crossing. The masonry required for the bridge at Glebe House Cove was also completed, and the steel delivered on the ground, ready for erection.

Plans and specification were prepared for stations and freight sheds at Little Bras d'Or and Florence, and submitted for approval.

The tracklaying and ballasting of the line will be done in year 1912-13.

The following persons were paid for land for the right-of-way:—

Lot No. 1a.—Estate of John L. McKay.
Lot No. 8.—Mrs. Jane Peppler.
Lot No. 9.—Mrs. Susan Jessome.
Lot No. 20a.—District school.
Lot No. 41.—Roman Catholic diocese.
Lot No. 42.—William Young.
Lot No. 59c.—William Moore.

The following cases will be referred to the Exchequer Court, if not otherwise settled.

Lot No. 1, John McMullin.
Lot. No. 2, Rev. Martin McPherson.
Lot No. 10, Heirs of J. L. McKay.
Lot No. 18, Joseph O'Handley.
Lot. No. 19, Mary Ann O'Handley.

Lot No. 40, Mrs. Chas. Jessome.
Lot No. 51, Pius Gannon.
Lot No. 62, Richard Cox.

General Protection of Highways.

An overhead roadway bridge was erected over the north main line at St. George street, Moncton, N.B.

A subway was provided under the north line at Main street, Moncton, N.B.

Notre Dame de Charny, a subway was provided.
Rivière du Loup, " "
St. Fabien, " "
Ste. Flavie, " "
Hopewell, " "
Robertson Crossing, " "

Proberts, an overhead bridge was erected.

Eastville, a diversion of the highway was made.

1 mile east of Maccan, a diversion of the highway was made.

Electric signal crossing bells were installed at the following places:—

Truro, Stewiacke, New Glasgow, Stellarton, Matapedia, Amqui, Ste. Flavie, Drummondville, McKays, Hopewell, Glengarry, Debert, Cook's Brook, Shediac, and Bennett's Crossing.

Original Construction—

Under this appropriation the following amounts were paid:—

William Pero, $28.28 for 4,061·8 square feet of land and $114.58 for 9,782·2 square feet of land taken for the right of way for extension to Sydney Mines.

R. T. MacIlreith, for legal services in connection with claim of Miss Margaret Houlihan for land damages at Windsor Junction.

Branch Line Alba to Baddeck—

Complete preliminary and location surveys, plans, specifications and estimates were made and advertised for tenders for the construction. Expropriation plans for the right of way were deposited of record in the Registrar's office for the county.

Branch line Sunnybrae to Guysboro'—

Examinations, reports and estimates were made of the located line between Sunnybrae, Guysboro and Country Harbour. Plans, profiles, specifications and estimates were made of the part between Guysboro and Country Harbour via Cross Roads, the work advertised, tenders received and a contract let, which was afterwards cancelled. Expropriation plans for the right of way from Guysboro' to Country Harbour were deposited of record in the Registrar's office for the county.

Branch line Dartmouth to Dean's.

Surveys, plans, specifications and estimates were provided; tenders asked and a contract let. Expropriation plans for the right of way were deposited of record in the Registrar's office for the county.

Construction of a spur line from Hampton Station to Hampton Village.

A location survey was made for this spur line and plans, specifications and estimates were prepared, and the work advertised for tender. Expropriation plans for the right of way were deposited of record in the Registrar's office for the county.

New Machinery for ss. 'Scotia.'

For details of this appropriation see report of Superintendent of Motive Power and Rolling Stock.

Rolling Stock.

For details of this appropriation see report of Superintendent of Motive Power and Rolling Stock.

To Equip Passenger Cars with Fire Extinguishers and Tool Boxes.

For details of this appropriation see report of Superintendent of Motive Power and Rolling Stock.

Air Brakes to Freight Cars.

For details of this appropriation see report of Superintendent of Motive Power and Rolling Stock.

To Exchange Drawbars of Freight Cars—

For details of this appropriation see report of Superintendent of Motive Power and Rolling Stock.

To improve Triple Valves of Air Brakes—

For details of this appropriation see report of Superintendent of Motive Power and Rolling Stock.

I have the honour to be, sir,
Your obedient servant,

WM. B. MACKENZIE,
Chief Engineer.

D. POTTINGER, Esq., I.S.O.,
Asst. Chairman G.R.M. Board,
Moncton, N.B.

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE,
MONCTON, N.B., May 27, 1912.

To the Canadian Government Railways Managing Board,
Moncton, N.B.

GENTLEMEN,—I beg leave to submit the following annual report for the maintenance of Way and Structures Department for the year ending March 31, 1912:—

TRACK.

During the year 199·06 miles of 4-inch, 4½-inch, 4¾-inch and 5-inch rails were taken up and replaced with 4½ and 5-inch rails.

TIES.

During the year 476,048 ordinary ties and 190 sets switch ties were put in track.

BALLASTING.

During the year 151½ miles of track was ballasted.

SWITCHES AND SEMAPHORES.

New semaphore signals were erected at the following stations:—
St. John, 1; Apohaqui, 1; Moncton, 1; Campbellton, 1.
80 new switches were installed during the year.
New telegraph signals were provided at the following stations:—
Bagot, 1; Aston Junction, 1; St. Eugène, 1; St. Leonard, 1; St. Germain, 1; St. Nicholas, 1.
Necessary repairs were made to all semaphores and switches and telegraph signals on the system.

SIDINGS.

During the year 1·83 miles of additional siding accommodation has been provided at the different stations on the system.

FENCES BUILT BY OUR OWN MEN.

During the year 30·55 miles of woven wire fence was built at different points on the system by our own men.
Necessary repairs were made to fences on the system during the year.

SNOW FENCES.

During the year there was built 1,171 rods of stationary snow fence, 8 feet high.
There was built during the year 544 rods of portable snow fence.
Necessary repairs were made to all snow sheds and fences, where required.

WHARFS AND TRESTLES.

Necessary repairs were made to the following wharfs and trestles during the year:—
St. John, long wharf; St. John, ballast wharf; Moncton, public wharf; Pt. du Chêne, wharf; Dorchester, wharf; Sackville, wharf; Amherst, wharf; Halifax, pier No. 1; Halifax, pier No. 2; Halifax, pier No. 3; Halifax, pier No. 4; Halifax, pier No. 5; Halifax, coal trestle (D.W.T.); Halifax, Cunard wharf; Richmond, pier No. 6; Richmond, pier No. 7; Richmond, pier No. 8; Mulgrave, wharf; Pt. Tupper, wharf; North Sydney, wharf; Pictou Landing, wharf; Pictou, wharf; Newcastle, wharf; Newcastle, coal trestle; Stellarton, coal trestle; Tobin Branch, trestle; Princess Pier, wharf; Rivière du Loup (branch), wharf.

BRIDGES AND CULVERTS.

During the year the following bridges and culverts were repaired:—
Boundary Creek, bridge; Briley Brook, bridge; Blackville, bridge; Boisetown, culvert; Belmont, culvert; Bartholemew (Indiantown branch), bridge; Black River, bridge; Crowson's, abodieau; Calhoun's, abodieau; Clearwater, bridge; College Bridge, culvert; Chaudiere Junction, culvert; Delotbiniere, bridge; Dessaint, bridge; Dorchester, culvert; Dewar's, bridge; DeBert, culvert; Fredericton, bridge; Folleigh, bridge; Ferrona Junction, bridge; Glengarry, bridge; Gibson, culvert; Grand Narrows, bridge; Hurley Brook, bridge; Harlaka Junction, culvert; Hadlow, culvert; James River, bridge; Keenan's Brook, bridge; Lakeview, culvert; Lorne, culvert; Lemieux, culvert; Leitche's Creek, culvert; Mulgrave, bridge; Motts (Dartmouth branch), bridge; Mill Creek, bridge; Matapedia, bridge; Missiquash, bridge; Mac-

Kenzie, bridge; Montmagny, culvert; Moncton, culvert; Maccan, culvert; Merigomish, culvert; Nappan, bridge; Nicolet, culvert; Nelson Hollow, bridge; New Glasgow, culvert; Pomquet, bridge; Pirate Cove, bridge; Pictou Branch, culvert; Painsec Junction, culvert; River Dennys, bridge; Riversdale, culvert; Renous, bridge; Richmond, culvert; Rimouski, bridge; Rivière du Loup (branch), bridge; Rivière du Loup, culvert; Rivière Ouelle Junction, culvert; Old Lake Road, culvert; St. John (Troops), bridge; St. John, culvert; St. Henri, bridge; St. Henri, culvert; St. Fabien, bridge; St. Romuald, bridge; St. Paschal, bridge; St. Charles Junction, culvert; St. Alexandre, culvert; St. Simon, culvert; Ste. Louise (west of), bridge; Shediac (west of), culvert; Shediac (east of), culvert; Scoudouc, bridge; Sacre Cœur, culvert; Springhill Junction, culvert; Sydney, culvert; Truro, culvert; Tracadie, culvert; Trenton, culvert; Trois Pistoles, bridge; Upper Dorchester, culvert; Upper Cross Creek, bridge; Westchester, bridge; Villeroy, culvert.

OVERHEAD BRIDGES.

During the year the following overhead bridges were repaired:—

St. Romuald, St. Fabien, Quispamsis, Rothesay, Lakeside, Nappan, Derby Junction.

PAINTING—(BRIDGES).

Location of Bridge—Description of Work.

Benjamin River, 3 spans painted.
Belledune (west of), 1 span painted.
Bartibogue (east of), 1 span painted.
Barnaby River, 1 span painted.
Bartholmas River (east of Blackville), 2 spans painted.
Brook Bridge (west of Doaktown), 1 span painted.
Eel River, 3 spans painted.
Elm Tree, 1 span painted.
Folleigh (east of), 1 plate girder 45 feet.
Gilmore Brook, painted.
Grant's Brook (east of Beresford), 1 span painted.
Grand Narrows, 7 spans painted.
Jacquet River, 3 spans painted.
Kehoes (east of Blackville), 1 span painted.
Kouchibouquicis (west of Kent Junction), 1 span painted.
Lousion River (east of Nash's Creek), 1 span painted.
Little River (east of Bathurst), 1 span painted.
Little Fork (east of Athol), lattice 108 feet.
Mill Creek (east of Campbellton), 3 spans painted.
Middle River (east of Bathurst), 3 spans painted.
Murphy's (1¾ miles west of Antigonish), through bridge painted.
Manzers (west of station), 2 sets girders painted.
Murphy's (west of Antigonish), 64 feet deck girder painted.
New Mills, 3 spans painted.
Nash's Creek (west of), 1 span painted.
Mortimore, 1 span painted.
North Cocagne (1 mile west of Catamount), 1 span painted.
South Cocagne (½ mile west of Catamount), 1 span painted.
North River (½ mile east of Catamount), 1 span painted.
North Coal Branch River, 2 spans painted.
South Coal Branch River, 2 spans painted.
Nappan (west of), 3 girders painted.

Palmer's Road (east of Dorchester), plate girder 86 feet.
Point Tupper, apron and bridge transfer patched.
Restigouche River, painted.
Renous River (east of Doaktown), 4 spans painted.
Westchester (west of), plate girder painted.
West River (¼ mile east of Antigonish), floor system and lower cords coated with Pintch gas-tar.
Yank Grant (3 miles west of Antigonish), through girder painted.

PAINTING (BUILDINGS).

Location of Station, &c.—Description of Work.

Assametquaghan, station, exterior.
Amqui, station, exterior.
Amos, shelter, exterior and interior.
Acadieville, station, exterior and interior.
Anagance, waiting room, exterior and interior.
Apohaqui, station, exterior and interior.
Amherst, freight house, interior and exterior.
Amherst, bonded freight house, exterior.
Afton, station, exterior.
Alba, station, exterior.
Alba, freight shed, exterior.
Alton, station, exterior.
Bagot, station, exterior.
Bagot, freight shed, exterior.
Bic, station, interior.
Blaeklands, shelter, exterior.
Belledune, station, exterior.
Beresford, station, exterior.
Bathurst, station, exterior.
Bathurst, baggage room, interior.
Bathurst, tank, exterior (roof).
Bartibogue, station, interior.
Bartibogue, freight shed, exterior.
Beaver Brook, station, exterior and interior.
Berry's Mills, tool house, exterior.
Barnaby River, station, exterior.
Bryenton's, shelter, exterior.
Barnett's shelter, exterior.
Berry's Mills, station, exterior.
Boundary Creek, station, exterior and interior.
Brookville, station (2 rooms), interior.
Beaver Bank, station, exterior.
Barra Glen, shelter, exterior.
Beaver Cove, shelter, exterior.
Bedford, station, exterior.
Carmel, station, exterior.
Carmel, freight shed, exterior.
Carrier, station, exterior.
Chaudiere Curve, station, exterior and interior.
Chaudiere Curve, baggage room, exterior.
Chaudiere Curve, Boucher's dwelling, exterior.

Chaudiere Curve, Tardiff's dwelling, exterior.
Chaudiere Curve, agent's dwelling, exterior.
Chaudiere Curve, old ice house, exterior.
Chaudiere Curve, water closets, exterior.
Catamount, station, exterior.
Charlo, freight shed, exterior and interior.
Craig's, shelter, exterior.
Canaan, station, exterior.
Canaan, freight shed, exterior.
Chatham Junction, station, exterior.
Chatham Junction, tank (part), exterior.
Cook's Brook, station, exterior and interior.
Coal Brook, station, exterior.
Dalhousie Junction, station, exterior and interior.
Dalhousie Junction, freight shed, exterior and interior.
Dalhousie, freight shed, exterior and interior.
Dalhousie, station, exterior and interior.
Dewar's, shelter, exterior and interior.
Denmark, station, interior.
Eel River, station, exterior and interior.
Ellershouse, station, exterior.
Dartmouth, station, exterior.
Enfield, station, exterior.
Eureka, station, exterior and interior.
Ferrona Junction, station, exterior and interior.
Fairview, station, exterior.
Fredericton, trackmaster's office, interior.
Gloucester Junction, freight shed, exterior.
Gallagher Ridge, shelter, exterior.
Greenville, station, exterior.
Halifax, elevator, exterior.
Harcourt's, station dwelling, exterior and interior.
Humphrey's, station, exterior and interior.
Harrisville, station, exterior and interior.
Hampton, freight shed, exterior.
Hopewell, station, exterior.
Isle Verte, station, exterior and interior.
Indiantown, station, freight and coal sheds, exterior.
Jacquet River, station, exterior.
Jacquet River, freight shed, exterior.
Kent Junction, station, exterior.
Lemieux, freight shed and station, exterior.
Levis, agent's dwelling, interior.
Levis, superintendent's office, exterior.
Levis, station, exterior.
Levis, engine house (doors and windows).
Levis, car repair shop (roof), exterior.
L'Islet, water crane, exterior.
Lakeside, station, exterior.
Londonderry, station, exterior.
Lemond, station, exterior.
Leitche's Creek, station, exterior.
LaDurant, freight shed and station, exterior.

Montmagny, umbrella roof and station, exterior.
Matapedia, agent's dwelling and station, exterior.
Matapedia, freight shed, exterior.
Millerton, station and freight shed, exterior.
Merigomish, tool house, exterior.
Meadowville, station and freight shed, exterior and interior.
Mt. Uniacke, station, exterior.
Milford, station, exterior.
Murray's flag station, exterior.
McLaggan's, shelter, exterior.
New Mills, station and freight shed, exterior.
Newport, station, exterior and interior.
Nash's Creek, station, exterior.
Norton, station and freight shed, exterior.
Orangedale, station and freight shed, exterior.
Oxford Junction, station, exterior trimmings, &c.
Oxford Junction, freight shed, exterior and interior.
Ottawa Brook, shelter, exterior.
Parker's, shelter, exterior.
Petitcodiac, station (office and W. R.), exterior.
Petitcodiac, freight shed, exterior.
Pt. du Chene, station, exterior and interior.
Pt. du Chene, agent's dwelling and freight shed, exterior.
Pictou, freight shed, exterior.
Pt. Tupper, station and baggage room, exterior and interior.
Pt. Tupper, freight shed, exterior.
Quispamsis, station, exterior.
Rogersville, station and freight shed, exterior.
Rivière Ouelle Junction, tank, exterior.
Red Pine, station and freight shed, exterior.
Rimouski, station, interior.
Rivière du Loup, ice-house, exterior.
Rivière du Loup, turntable (doors and windows), exterior.
Riverside, station, exterior.
River John, station and freight shed, interior.
Richmond, shed No. 8, station and dwelling, exterior.
St. Eugene, station and freight shed, exterior.
St. Leonard, station, agent's dwelling, tank and freight shed, exterior.
St. Wenceslas, station, exterior.
St. Appolinaire, station and freight shed, exterior.
St. Nicholas, station agent's dwelling, exterior and interior.
St. Josephs, station agent's dwelling, exterior and interior.
St. Romuald, station and freight shed, exterior.
St. Pierre, station, exterior.
St. Charles Junction, water crane, exterior.
St. Fabien, tank, exterior.
Ste. Helene, station and tank, exterior.
Ste. Luce, station (roof and gallery), exterior.
Ste. Anne, agent's dwelling, exterior.
Sacre Cœur, station, exterior and interior.
St. Fabien, station (roof), exterior.
St. Fabien, sectionman's shanty, exterior.
St. Arsene, station, exterior and interior.
St. Andre, freight shed (roof), exterior.

Salisbury, station, exterior and interior.
Scoudouc, station, exterior and interior.
Shediac, baggage room, exterior and interior.
Sussex, tank, exterior.
St. John, elevator and gateman's shanty, exterior.
St. John, elevator office, cattle shed office and signal shanty, and tower house, exterior and interior.
St. John, shed No. 9 (patched), exterior and interior.
St. John, coachman's shanty, Mill street, exterior and interior.
Scottsburn, station, interior.
Shenacadie, station, exterior and interior.
Sunny Brae, shelter, exterior and interior.
Tracadie, station (roof), exterior.
Tatamagouche, station, exterior and interior.
Tatamagouche, freight shed, interior.
Torryburn, station, exterior.
Underhill's, shelter, exterior.
Valley, station, exterior.
Villeroy, station and agent's dwelling, exterior.
Westchester, station, exterior.
Westville, agent's dwelling, interior.
Windsor Junction, station, exterior.
Wellington, station, exterior.

BUILDINGS AND PLATFORMS.

Necessary repairs were made to stations, dwellings and out-buildings on the system during the year at the following places:—

Location.	Location.	Location.
Aston Junction,	Chaudiere Curve,	Greenville,
Amqui,	Causapscal,	Grand Narrows,
Assametquaghan,	Charlo,	Harcourt,
Anagance,	Coal Branch,	Hampton,
Apohaqui,	Canaan,	Halifax,
Amherst,	Cross Creek,	Hilden,
Alba,	Chatham,	Hopewell,
Avondale,	Chatham Junction,	Hawkesbury,
Bic,	Cold Brook,	Isle Verte,
Bagot,	Conn's Mills,	Iona,
Beau Rivage,	Dalhousie,	Indiantown,
Belledune,	Dalhousie Junction,	James River,
Bathurst,	Derby Junction,	Jacquet River,
Beaver Brook,	Durham,	Jones,
Boisetown,	Denmark,	Levis,
Blackville,	Dartmouth,	Lemieux,
Barnett's,	Elmsdale,	L'Islet,
Berry's Mills,	Enfield,	Little Metis,
Belmont,	Eureka,	Lac au Saumon,
Boisedale,	East Mines,	Loggieville,
Bedford,	Flatlands,	Lakeside,
Brookville,	Ferrona Junction,	Londonderry,
Carrier	Folleigh,	Lakeview,
Carmel,	Gloucester Junction,	Linwood,
Chaudiere Junction,	Gibson,	Leitche's Creek,

Lacation.	Location.	Location.
Lyon's Breek,	Painsec Junction,	Ste. Luce,
Manseau,	Pt. du Chene,	St. Anclet,
Montmagny,	Pictou Landing,	St. Paschal,
Millstream,	Pictou,	Ste. Moise,
Matapedia,	Pugwash,	St. Appolinaire,
Millerton,	Pugwash Junction,	St. Eloi,
McLaggan's,	Quispamsis,	St. Octave,
McGivney's,	Rivière Ouelle,	St. Cyrille,
Moncton,	Rivière Ouelle Jct.,	Salisbury,
Milford,	Rivière du Loup,	Springhill Junction,
Murray's,	Rimouski,	Sydney,
Malagash,	Rogersville,	Shubenacadie,
Merigomish,	Rothesay,	Shenacadie,
McKinnons Harbour,	Rockingham,	Scottsburn,
Marshy Hope,	River John,	South River,
Macaan,	Riversdale,	Sandyville,
New Mills,	River Dennys,	Truro,
Newcastle,	St. Germain,	Trenton,
Nauwigewauk,	St. Monique,	Tatamagouche,
Nappan,	St. Romuald,	Thompson,
New Glasgow,	St. Michel,	Villeroy,
Norton,	St. Arsene,	Valley,
North Sydney,	St. Leonard Junction,	Windsor Junction,
North Sydney Jct.,	St. Fabien,	Westchester,
Old Lake Road,	St. Joseph,	Westville,
Onslow,	St. Eugene,	Wentworth,
Oakfield,	St. Nicholas,	Wellington,
Orangedale,	St. Wenceslas,	West River,
Oxford,	St. Vallier,	West Bay Road,
Oxford Junction,	St. Charles Junction,	Kent Junction,
Penniac,	St. Pierre,	Kempt,
Petitcodiac,	Ste. Flavie,	

During the year necessary repairs were made to all out-buildings such as water closets, hand-car houses, coal houses, tanks, &c.

Necesary repairs were made to the following buildings, &c., during the year at St. John:—

Shed Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13; grain elevator, train shed, coachman's house, gateman's shanty, yard office, station, I.C.R. dwellings, car inspector's shanty, round house, freight shed.

The following buildings at Richmond and Halifax were repaired:—

Cattle shed; North Street station; North Street transfer shed; shed Nos. 1, 2, 3, 4 and 8; Richmond station; I.C.R. dwellings; shops—Willow Park; mechanical repair shops, North street; brick freight shed; postal building; D.A.R. freight shed; express building; track scales (D.W.T.); Milkman's shanty; immigration shelter; blacksmith shop (D.W.T.); switch house; loading platform (D.W.T.); car cleaners' building; coal shed, Richmond.

The following buildings at Moncton were repaired during the year:—

Station, coal plant, electric plant, new shops, general offices, government cottages (Main street and Bridge street), old shops, freight shed, transfer shed, station platform, ice-house, track blacksmith shop, track carpenter shop, engine house, track scales.

Round houses and shops were repaired during the year at the following places:—

Boisetown,
Blackville,
Campbellton,
Chaudiere Junction,
Drummondville,
Dalhousie,
Dartmouth,
Gibson,
Moncton,
Mulgrave,
Nicolet,
North Sydney,
Newcastle,
Oxford Junction,
Pictou,
Pt. Tupper,
Pt. du Chêne,
Pirate Harbour,
Rivière du Loup,
Richmond,
St. John,
Sussex,
Sydney,
Ste. Flavie,
Ste. Rosalie,
Stellarton,
Truro.

Necessary repairs were made during the year to the following loading platforms:—

Acadieville,
Apohaqui,
Bathurst,
Boisetown,
Berry's Mills,
Cold Brook,
Fort Lawrence,
Halifax,
Harcourt,
Hampton,
Indiantown,
Leitche's Creek,
Millerton,
Mulgrave,
Orangedale,
Pictou,
Pictou Landing,
Rothesay,
Sussex,
St. John.

The following buildings were built or repaired to replace buildings destroyed or damaged by fire last year:—

Station, Sacre Cœur.
Flour shed (No. 13), St, John, repaired.
Station, Sydney, repaired.
Temporary freight shed, Truro, new.
Car inspectors' building (D.W.T.), Halifax, new.
Station, shelter and platform at Dewar's was destroyed by fire and replaced during year.

GENERAL.

Repairs were made to crossings on the line at various places, where required.
Gates and cattle-guards have been repaired throughout the line.
Glass was put in, and glazing done where necessary.
Ladders for buildings and semaphores were provided where necessary throughout the line.
Necessary repairs were made to turntables, where required.
Semaphores, switches and telegraph signals have been painted throughout the line.
Necessary repairs have been made to hand-cars, trollies, baggage-trucks and wheelbarrows throughout the line.
Sign boards were made and put up where required.
Boxes were made for packing second-hand bolts and spikes, when necessary.
Necessary repairs were made to steam shovels, steam cranes, pile-drivers, &c.
I can say with a great deal of satisfaction that the road was never in better condition than it has been during the last year.

Yours truly,

T. C. BURPEE.

INTERCOLONIAL RAILWAY OF CANADA.

Moncton, N.B., June 14, 1912.

Sir,—I have the honour to submit herewith the annual report of the mechanical department for the year ending March 31, 1912.

I might add that the general condition of the rolling stock is good, with the exception of the cars and locomotives condemned, as shown in the attached report.

I have the honour to be, sir,
Your obedient servant,
G. R. JOUGHINS,
Supt. of Motive Power.

D. Pottinger, Esq., I.S.O.,
Assistant Chairman,
Government Railways Managing Board,
Moncton, N.B.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE MECHANICAL ACCOUNTANT.

Moncton, N.B., June 7, 1912.

Sir,—I beg to submit the following information for the annual report for the fiscal year ended March 31, 1912:—

A.—Statement showing the number of locomotives and the different classes of other rolling stock on the line.

B.—Statement showing the mileage made, and the coal, oil, grease and waste consumed by the locomotives.

Also a summary of the principal work done in the shops at Moncton, Halifax and Rivière du Loup.

The following Rolling Stock was purchased:—

On Capital account,—
- 4 locomotives (switching type).
- 2 baggage cars.
- 15 tank cars.

On renewals account, (revenue)—
- 8 locomotives (5 pacific and 3 ten wheel passenger).
- 3 colonist cars.
- 5 first-class passenger cars.
- 46 Hart-Otis steel side dump cars (50 tons capacity).
- 371 box cars.
- 1 refrigerator car.
- 70 platform cars.
- 2 stock cars.

The eight locomotives replaced seventeen small type and have a tractive power of 219,950 lbs., or 6,444 lbs. in excess of the seventeen.

Two of the first class cars replaced two cars condemned, Nos. 8 and 21.

The 46 Hart-Otis steel side dump cars replaced 383 6-ton hoppers, which were condemned and destroyed; the 46 having a total capacity equal to the 383.

The 371 box, 1 refrigerator, 70 platform and 2 stock cars replaced the same number condemned.

The following cars were rebuilt in the shops at Moncton on Renewals account (revenue) to replace the same number condemned:—

1 colonist.
50 box.
1 refrigerator.
38 platform.
10 vans.

One milk car was built on renewals account, and two of the steam motor cars were converted into first class and baggage in the shops at Moncton; the third motor car will be converted during the coming year.

Two additional colonist cars and eight vans are under construction in the shops, and the work of changing four postal cars from postal and smoking into postal and express has also begun.

The fitting of the cars with air brakes was completed this year.

I have the honour to be, sir,
Your obedient servant,

J. J. WALKER,
Mechanical Accountant.

G. R. JOUGHINS, Esq.,
Superintendent of Motive Power, I.R.C.,
Moncton, N.B.

The following is a report of the work done in locomotive department at Moncton during the year:—

Erecting shop—

16 locomotives were partly rebuilt.
59 locomotives received general repairs.
13 locomotives received heavy repairs.
23 locomotives received light repairs.
1 locomotive was converted from compound to simple cylinder.
2 coaling cranes received general repairs.

Blacksmith shop—

2,487,585 lbs. iron forgings were made, including 1,176,340 lbs. bolts.
1,007,361 lbs. steel forgings were made.
223,700 lbs. nuts were made.

Boiler shop—

27,954 tubes were applied.
27,500 tubes were cleaned.
27,410 tubes were pieced.
54 side sheets were made.
25 door sheets were made.
35 tube sheets were made.
57 fire boxes were patched.
1 tender frame was made and 56 repaired.
115 locomotive smoke stacks were made and 27 long stacks made.
12 oil pans were made.
13 ash pans were made and 87 repaired.

2 tender tanks were made and 93 repaired.
1,370 wheels were rivetted.
5 tender bolsters were made and 62 repaired.
19 sterlingworth trucks were repaired.
1 tender was rebuilt.
36 front ends were made.
80 ashpan slides were made.
13,300 copper ferrules were made.
1,450 patch bolts were applied.
1,500 lbs. rivets were made.
56 petitcoats were made.
6 smoke box door liners were made.
2 snow ploughs were ironed.
4 steel dump cars were repaired.
82 front ends were made.
15 steel cabs were repaired.
8 pairs steel car steps were made.
7 ash buckets were made.
68 coal buckets were made.
2 water tanks were made.
81 boilers were tested.
1 water service boiler was made and 6 repaired and tested.

Pattern Shop—

The following patterns were made and repaired:—
280 for cast-iron were made and 58 repaired.
37 for steel were made and 60 repaired.
234 for brass castings were made and 31 repaired.
83 for malleable castings were made and 36 repaired.

Brass foundry—

The following was the output of this shop:—
384,846 lbs. bearings.
77,089 lbs. brass castings.
43,540 lbs. antimonial lead.
15,297 lbs. babbitt.
206 lbs. metallic packing.

Brass turning shop—

250 air gauges, 1,000 air hammers and 260 air pumps were repaired.
500 lubricators were repaired.
500 beading tubes were repaired.
50 brake cams were made.
200 brake cam nuts and 400 screws were made.
60 bell ringers were made.
100 sets dies were made.
100 cylinder cocks were made.
24 blow-off cocks were made.
96 gauge glass cocks were made.
50 try cocks were made.
8 large and 50 small tender cocks were made.
300 engines brasses were made.

25 fire hose couplings were repaired.
200 flag staff castings were made.
200 hydraulic and 50 bottle jacks were repaired.
225 heater regulators were repaired.
700 injectors were repaired.
40 injector check valves were made.
1,200 oil cups were made.
180 pump governors were repaired.
150 reamers were made.
24 steam chest release valves and 60 nipples were made.
500 steam gauges were repaired.
150 taps were made.
1,000 tube cutters were made.
150 wheel defect gauges were made.

In addition to the above all the pump governors, heater regulators, air and brake cylinders, engine valves and boiler mountings of all engines passing through the shop were overhauled, repaired and renewed.

Tin and Copper shop—

7,226 W.A.B. hose couplings were fitted to new hose.
4,209 signal and steam hose couplings were fitted to new hose.
20,144 bushes were lined.
142 headlights and 239 reflectors were repaired.
4 crane pipes were made and 18 were repaired.
28 tank pipes were made and 38 were repaired.
481 switch lamps, 57 tail lamps and 108 signal lamps were repaired and painted.
453 perforated plates were made.
144 oilers were made and 172 were repaired.
32 oil pumps and 4 oil tanks were repaired.
10 valve oil pots were made.
999 tin valve oil cup covers were made.
40 water cans were made and 101 were repaired.
166 steam gauge lamps were made and 60 were repaired.
18 water gauge lamps were made and 30 repaired.
166 shop lamps were made and 71 were repaired.
31 hand lamps were made and 8 were repaired.
42 lamp fonts were made.
16 water stacks were made.
96 coal boxes were made.
396 ventilators were made.
228 stove bases were made.
7 sinks and 7 ice boxes were made.
115 drip pans were made.
66 gauge glass shields were made.
18 cab lamps were repaired.
225 pipe oil cups were made.
3,100 sets metallic packing and 2,500 sets valve stem packing were made.

Repairing and altering copper pipes, and renewing copper pipe on steam pumps and lubricators, copper joints on steam chests, domes and cylinder covers, driving and truck boxes, repairing Westinghouse air brake pipes, and lagging removed and repaired and replaced on 115 engines.

One hundred and ten tenders were equipped with train line pipes for signal air and steam, and all water pipes were overhauled and repaired.

Repairs were made to wash basins, taps, water closets, lamps, brasswork, piping, &c., on 209 passenger and baggage cars; and 50 parlour, sleeping and dining cars; and 5 official cars.

General repairs were given to the piping, sinks, &c., on 2 auxiliary, 21 vans and 2 refrigerator cars.

Extensive repairs were made to the plumbing and heating systems in the offices and new shops at Moncton and at eleven stations along the line.

All the stoves and pipes were repaired and put up in the different stations between Moncton and Campbellton, Loggieville and Fredericton, Indiantown and Dalhousie branches, St. John and Halifax, and the Dartmouth branch.

The steam pipes were repaired and renewed at the old gas plant, and also in the yard scales at Moncton.

Ten new vans and the milk car, erected in the car shops, had all the necessary plumbing and piping done.

The piping on the air pump in the track blacksmith shop was renewed and all other piping in the shop repaired.

Two extra heating radiators were installed in the freight shed.

All piping in the pintsch gas plant was repaired and renewed where necessary.

A large amount of work was done and pipe repaired for the ss. *Scotia*.

Tender shop—

10 pilots were made.
13 wooden cabs were made and 101 were repaired.
52 cab doors were made and 225 cab sashes were made.
2 tender tanks were lengthened, 50 received general and 55 heavy repairs.
146 valves were repaired.
36 valve spindles were made and 160 were repaired.
157 running boards were made and 62 were repaired.
46 front beams and 35 back beams were made.
1,298 side curtains were made.
287 cab seats were made.
119 headlights bases were made and 28 were repaired.
442 hammer handles, 1,778 sledge handles and 46 wrench handles were made.
200 mallets were made.
254 semaphore and switch lamp bottoms were made.
146 outfit boxes were repaired.
129 tool and shipping boxes were made.
28 tender truck frames were made.
142 trucks were repaired.
14 wheel barrows were made and 73 were repaired.
5 tender frames were made and 92 were repaired.
29 quadrants were made.
34 back castings and 19 buffer beam castings were made.
11 front castings and 5 centre castings were made.
14 tender trucks were repaired.
28 tender steps were made and 60 were repaired.
44 drop curtains were made.
400 pump laggings were made.
100 flange moles were made.
18 headlights were repaired.
17 handcarts were repaired.

Machine shop—

259 new driving tires were applied and 649 were turned.
214 new engine truck tires were applied and 732 were turned.
729 new tender tires were applied and 965 were turned.
38 trailer truck tires were turned and 108 tires were shimmed.
1,199 new car tires were applied and 3,811 were turned.
161 driving journals were trued up and 318 hubs were faced.
14 crossheads were made and 138 replaned.
85 cylinder heads were made.
78 piston rods were trued up and 54 pistons were made.
15 cylinders and half saddles were made.
16 engine truck centres were made.
41 guide bars and 94 guide blocks were made.
273 driving wedges were made.
13 locomotive frames were machined.
158 pop valves and 102 whistles were repaired.
77 steam chests were made.
9 steam chest covers were made and 6 were repaired.
51 gas retorts were machined.
10 cylinder bushes were bored out and fitted.
31 engine truck boxes were made.
570 wedges were replaned.
35 tender axles, 22 driving axles and 96 car axles were fitted.
3 trailer axles and 9 engine truck axles were fitted.
4,904 new and second hand axles were turned.
47 smoke door boxes and rings were made.
29 crank pins were made.
46,300 stay bolts were threaded and 10,550 were made.
19,500 turned bolts and 1,330,750 forged bolts were threaded.
2,402 studs were made and 6,601 were turned.
302,700 nuts were tapped and 104,000 were faced.
61 cylinder heads and 11 crossheads were made.
260 driving boxes were planed and fitted.
4 engine-truck housings were made.
11 eccentric pulleys were made.
3 dome castings were made.
8,054 chilled wheels were bored and pressed on axles.
13,562 wheels were pressed off axles.
4,835 second-hand chilled wheels were bored and pressed on axles.
285 steel tired wheels were bored and pressed on axles.
12 new and 9 old steel wheels were bored out.
9 trailer truck extensions were made.
2 engine-truck bolsters were made.
12 steel rollers were made.
5 gears for snow ploughs were made.
65 driving brasses were slotted.
16 fire-box doors were made.

Motion shop—

3 links were made.
143 link-pins, blocks and bushes were repaired.
40 link blocks were made.

5 link hangers were made and 164 were repaired.
48 eccentric rods were made and 262 were repaired and pins fitted.
51 equalizing bars were repaired.
78 reversing shafts were trued up and pins and bushes fitted.
28 reversing shaft boxes were made and 149 were repaired.
89 reversing liners were overhauled and pins and bushes fitted.
51 reversing liner pawls were made and 79 were repaired.
95 reversing reach-rods were repaired and pins fitted.
37 valves were made.
141 valves were faced and yokes fitted.
91 valve rod keys were made.
90 valve stems were fitted to yokes.
58 valve heads were faced.
53 valve division rings were made.
419 valve packings were machined and fitted.
63 valve guide boxes were bushed.
73 throttle-rods were repaired and 35 ends were fitted.
73 throttle-glands were bushed.
87 throttle-levers were fitted up with quadrants, springs and pins.
205 big end brasses were machined and fitted.
72 old big end brasses were machined and fitted.
159 small end brasses were made and fitted.
168 main rod liners were made and fitted.
166 big end keys were made.
416 side rod bolts and 491 nuts were made.
525 side rod brasses were made and fitted and 353 were machined and fitted.
752 knuckle-joint pins and bushes were made.
157 crossheads were trued and keys fitted.
135 crosshead pins were made.
103 piston rods were machined and keys fitted.
26 rocker boxes were made and 59 were relined.
133 rocker-box bushes were fitted.
226 hub plates were made and applied.
278 driving-box brasses were made and applied.
252 driving-box brasses were relined and applied.
31 driving boxes were made.
496 driving boxes were bored and fitted to axles.
229 spring guards were machined and applied.
105 eccentric straps were made and 139 were rebored and fitted.
90 eccentric pulleys were made and 82 were rebored and fitted.
3 rocker arms were made and 43 were turned.
16 elvin-grease spring plates were applied.
26 valve bushes were fitted to steam chest.
6 new ends were applied to valve rods.
120 eccentric keys were made.
6 passover valves were turned.
84 knuckle-pin nuts were finished.
46 crank-pin caps and nuts were made.
126 crank-pin washers were faced.
140 eccentric feathers were machined.
16 eccentric rod-jaws were made.
4 reach rod jaws were made.
31 valve yoke stems were trued up.
90 reversing lever springs were made.

Electrical shops—

25 Pyle National headlights were repaired.
65 armatures were repaired and 15 were rewound.
18 cabs were wired for lights.
10 direct current and 18 alternating current motors were repaired.
8 motors were installed and 12 were changed.
150 Tungsten and 1,600 carbon lamps were renewed.
500 feet flexible cord were installed.
1,000 feet extension cord were replaced.
97 controllers were repaired.
7 cranes were repaired.
37 cooper hewitt tubes were replaced and 27 lamps were repaired.
2 gas engines were repaired.

The following special work was done—

Six 8-foot shop turntables were installed in the shops.
Three motor-car boilers were dismantled and removed from cars.
One jib crane was rebuilt and one was repaired.
One boring mill and one key-seat milling machine were installed.
A coal elevator was installed in the gas-house.
A new platform was erected for wheeling coke and ashes to and from the gas-house.
An elevated platform was constructed for wheeling ashes on cars from the boiler-room.
The rotary scrubber in old unit of gas-house was given a heavy repair.
Six cast-iron rolls were put in planing mill with concrete foundations.
Motor changed on large shears in Blacksmith shop.
Heavy repairs were made to feed water-heater for St. John.
100 feet of blast pipe installed in blacksmith shop and trench dug for same.
Heating engines in the different shops were overhauled and repaired.
Tar pump was installed in pintsch gas plant.
Air ducts installed in connection with the heating system in shops.
Two ventilators were installed on power-house roof.
Twelve beds were made of 1¼-inch pipe for trainmen's rest-house at Campbellton.

The following is a report of the work done in car department at Moncton during the year:—

The following car was built:—
1 milk car.

The following cars were rebuilt:—
1 colonist car.
1 refrigerator car.
10 vans.
50 box.
38 platform.
2 motor cars were remodelled to first-class and baggage.

The following cars received general repairs:—
4 sleeping cars.
5 second-class.
4 postal.
2 box baggage.
491 freight.
2 flangers.
12 first-class.

3 colonist.
7 baggage.
63 vans.
13 snow ploughs.

The following cars received medium repairs:—
21 sleeping.
6 dining.
62 first-class.
38 colonist.
9 postal.
1 auxiliary.
1 crane.
8 parlor.
1 official.
34 second-class.
19 vans.
31 baggage.
519 freight.

The following cars received light repairs:—
27 sleeping.
27 official.
62 second-class.
18 postal.
4 vans.
1 pintsch gas.
12 dining.
77 first-class.
35 colonist.
37 baggage.
1 auxiliary.
12,406 freight.

The following cars were burnt off, painted, lettered and varnished:—
17 sleeping.
1 official.
10 second-class.
4 postal.
30 vans.
4 dining.
51 first-class.
22 colonist.
12 Baggage.

The following cars were cleaned, cut in and varnished:—
5 sleeping.
3 dining.
27 second-class.
29 baggage.
8 parlor.
30 first-class.
17 colonist.
9 postal.

The following rolling stock was lettered, painted, varnished and stencilled, &c.:—

141 box cars.
26 refrigerator cars.
4 auxiliary cars.
7 snow ploughs.
3 flangers.
54 tenders.
137 platform cars.
40 gondola cars.
5 hopper cars.
26 tank cars.
64 engines.
10 pilots.
930 box cars had the paint and lettering touched up.
87 passenger cars were reweighed and stencilled.

Also a number of ash-buckets, ladders, wheel-barrows, doors, steampipes, desks and tops, chairs, stools, smokestacks, iron safes, sign-boards, bulletin-boards, and various other articles were painted and lettered.

Freight car shop—

203 freight car trucks were built.
204 acme levers were applied to freight cars.
203 new roofs were applied to freight cars.

Woodworking mill—

31 pilots were built.
1,628 buffer blocks were made.
988 brake-beams and 2,019 draft timbers were made.
702 truck sides and 576 truck bolsters were made.
437 spring-boards were made.
1,311 orders for material for outside stores were completed.
2,797,931 feet of lumber was milled.

Upholstering shop—

50 passenger cars received heavy repairs, such as renewing the upholstery, blinds, carpets, mattresses, &c.
16 passenger cars received medium repairs, such as seats and backs washed, mattresses and carpets air-blown, and renewing seats, backs, blinds, &c.
76 passenger cars received light repairs, such as seats and backs, mattresses, carpets, wicker chairs air-blown, and patching and repairing done.
544 engine curtains were made.
484 cab seats and backs were made.
2 car window blinds and 13 car aisle strips were made.
217 van seats were upholstered.
12 coal and 48 hose bags were made.
12 campstools were covered.
27 hair mattresses were made.
76 morroculine mattresses and pillows were made.

Also a large number of small jobs were done such as upholstering office chairs, seats and backs, and repairing vestibule curtains, flags, window blinds and desk top covers.

Cabinet shop—

The following articles were made in the cabinet shop:—

25 head rests.
16 sleeping boxes.
27 stepladders.
12 card boxes.
12 outfit and tool boxes.
18 end panels.
6 vestibule doors.
2 passenger car doors.
6 cupboard doors.
11 door frames.
4 bulletin-boards.
200 art sash heads.
98 stools.
14 desks.
286 step ends.
7 sleeping berths.
16 closet seats.
15 basin fronts.
22 camp chairs.
8 filing cases.
1 van door.
12 stock doors.
4 closet doors.
2 large shop water coolers.
3 train safes.
8 tables.
81 seat-backs.
76 mirror frames.
17 head boards.
14 desk drawers.
3 assorting tables.
4 basin doors.
2 large ladders.
84 shop ventilators.

The following material was repaired in the cabinet shop:—

11 stools.
2 step-ladders.
16 doors.
15 tables.
7 drawers.
11 vestibule traps.
13 desks.
8 van sleeping bunks.
8 pigeon-hole cases.
30 wash basins.
52 seat-backs.
29 seat-bottoms.
76 dining and office chairs.
28 shelves.
13 train safes.
4 outfit boxes.
9 head-boards.

In addition to the above a large amount of labour and material was supplied in repairing office doors, locks, desks and tops, drawers, window sashes, hanging pictures and notices, &c.

A large amount of material was also turned out for the three colonist cars under construction, and for converting the four postal and smoking cars into postal and express cars, and for converting the two motor cars into first-class and baggage cars.

The bunks, tables, desks and sashes, and all inside fittings for the ten vans were made; and a large amount of work was done and material made for equipping the 18 sleeping cars with new steampipes and pillow boxes.

Special work—

1,405 freight cars had the F-36 triple valve removed and were equipped with the new style K-1 triple.

The following special work was also done:—

MONCTON.

384 fire extinguishers were purchased to be placed in passenger cars.

135 emergency tool boxes were made in the shops and equipped with tools, and 58 of these were put in place in passenger cars.

About all the material has been purchased for one drop pit for the shops.

About $1,000 was spent in laying one of three tracks and doing part of the grading for a site for scrap bins for the shops. This also covers two transfer trolleys, which were built in the shops for use at the scrap bins when completed.

Two hydraulagraphs (for recording the pressure at which a locomotive or car wheel is put on its axle) were purchased and received.

One air-brake triple-valve testing rack, of the latest pattern, was purchased and installed in the shops; the old one was removed and sent to the Charlottetown shops.

1,000 feet of fire-hose, 2 shut-off nozzles, 5 ladders, 2 fire-hose sleds and 2 fire-hose carts were purchased and put into commission about the shops.

One oxy-acetylene welding and cutting plant was purchased and installed complete in the shops.

Five buzz planers in the shops were equipped with safety cylinders to prevent serious mutilation of workmen's hands in case of accident.

Two hydrants were placed in the lumber yard, one 200 feet and the other 600 feet from the nearest hydrant in the yard. This enables our fire department to reach any part of the lumber yard with water quickly and with not more than 400 feet of hose.

The automatic rivet and track bolt machine was installed, and parts of the furnace for it were purchased, but furnace was not completed as all the parts were not received.

A carpet sewing machine and a carpet binding machine were purchased and installed complete.

A six-seat closet and two nine-seat closets, six urinals, and ten wash sinks were installed complete in different parts of the shops.

Two jib cranes, which were purchased the previous year, were received and installed complete.

Work was completed on about 2,400 feet of planking between the rails of the narrow-gauge tracks at the end of the freight car repair shop.

A planer and matcher, a saw bench and a buzz planer were installed complete on concrete foundations with individual electric motors in the cabinet shop.

A nut-burring machine was received and installed, but proved to be useless and has not been accepted and is therefore not in use.

CAMPBELLTON.

A drop pit was purchased and installed in the engine house for removing wheels from locomotives and cars.

ST. JOHN.

A new return tubular boiler, a duplicate of the two now there, was purchased and installed in the power house of the St. John elevator. A new feed pump was also purchased and installed. One of the second-hand 105 K.W. lighting generators was brought from Moncton and installed in the power house; this generator now does all the Intercolonial lighting at Island yard and St. John, thus cutting out the old plants at the round-house and at the elevator and making it unnecessary to purchase electricity from the city except in an emergency.

PRINCE EDWARD ISLAND RAILWAY.

Fifteen 30-ton coal cars were built complete. A large amount of the material was got out at the Moncton shops and shipped to Charlottetown and the fifteen cars were built in the shops there.

One tank car was built at the Charlottetown shops, the tank having been made at the Moncton shops.

SS. 'SCOTIA.'

One 18-inch crank shaper, one 5 H.P. engine, and one emery grinder with a 16-ft. length of shafting were installed for the use of the engineers in effecting light repairs to the engines or machinery.

WATER SERVICE.

This service has been maintained in efficient condition during the year over the whole line.

HALIFAX SHOPS.

The following regular work was done during the year in the shops:—

3 locomotives received heavy and 163 specific repairs.
1 locomotive received new tubes.
20 boilers were tested.
4 sets driving tires were turned off.
4 sets engine truck tires were turned off.
11,140 bolts were forged.
12,560 bolts were screwed.
1,035 studs were screwed.
3 engines and tenders were painted.
208 sets metallic rod packing were made.
195 sets valve stem packing were made.

A large number of freight cars received light repairs, and a number of jobs were done for the Maintenance and Traffic departments.

The following special work was done:—

One drop pit for removing wheels in pairs from under cars was installed in the car shop.

A number of small tools such as dies, taps, reamers, vices, benches, drills, saws, &c., were purchased for the new shops and put in use.

One air-brake triple-valve testing rack was purchased and installed in the car shop.

RIVIERE DU LOUP SHOPS.

The following regular work was done in the shops during the year:—

24 locomotives received general, 9 heavy, 25 light and 29 specific repairs.
612 new tubes were applied and 6,975 were pieced.
17 fire boxes were patched.
79 boilers were tested.
151 driving tires were turned off.
47 engine truck tires were turned off.
170 tender truck tires were turned off.
10 trailer tires were turned off.
1 new cab was made.
23 pilots were made.
13,757 bolts were forged and 26,166 were screwed.
2,808 studs were screwed.
43 engines and tenders were painted.
42,158 lbs. brass castings were made.
2,561 sets metallic and 2,819 sets valve stem packing were made.
34,127 lbs. iron forgings were made.
34 driving springs were made and 480 were repaired.
22 engine truck springs were made and 59 were repaired.
32 tender truck springs were repaired.

A large number of cars received light repairs during the year, and a lot of jobs were done for other departments of the railway.

The following special work was done:—

The vote for grading a site and providing a transfer trolley for scrap bins was expended.

Four anvils, one twist drill grinder, one tube cutter, three emery wheel grinders; and a number of smaller tools, such as dies, taps, reamers, drills, vices, wrenches, saws, &c., were purchased and put in use in the shops.

INTERCOLONIAL RAILWAY OF CANADA

STATEMENT showing the number of Locomotives and the different classes of other Rolling Stock on the line on March 31, 1911, and March 31, 1912.

—	Locomotives.	Sleeping cars.	Parlor cars.	Dining cars.	Colonist cars.	First class passenger cars.	Second class passenger cars.	Postal cars.	Baggage cars.	Box baggage cars.	Air brake instruction car.	Steam motor cars.	Box cars.	Refrigerator cars.	Platform cars.	Pulpwood cars.	Oil tank cars.	Hopper cars.	Gondola cars.	Coal cars (20 ton).	Steel side dump cars, (coal, 50 ton).	Stock cars.	Convertible dump cars.	Auxiliary cars.	Vans.	Stores supply car.	Pintsch gas car.	Total cars.	Common snow ploughs.	Wing ploughs.	Rotary steam ploughs.	Double track ploughs.	Double end ploughs.	Flangers.	Total ploughs and flangers.	Steam cranes.	Ballast plough cars.	Well boring car.
On hand serviceable and repairing March 31, 1911	396	41	9	12	49	132	90	34	66	6	1	4	6636	142	2915	50	40	839	5	427	130	146	199	23	107	1	1	12105	52	20	2	2	1	40	117	15	2	1
To be replaced on March 31, 1911	1	..	..	..	1	3	9	..	..	..	..	..	459	2	142	2	..	207	12	15	....	2	1	..	12	..	..	867	1	..	..	..	..	1	2	..	..	..
Total equipment, March 31, 1911	397	41	9	12	50	135	99	34	66	6	1	4	7095	144	3057	52	40	1046	17	442	130	148	200	23	119	1	1	12972	53	20	2	2	1	41	119	15	2	1
Purchased during the year on capital account	4	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	15	..	..	..	..	..	..	..	..	..	..	17	..	..	..	..	..	..	..	..	..	..
Purchased during the year on renewals account	..	..	..	..	3	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	..	..	..	..	..	..	..	..	..	..
Built in shops Moncton on renewals account (milk)	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..
Converted in the shops from motor to 1st class and baggage and transferred to 1st class series	..	..	..	..	..	2	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Purchased during the year on renewals account to replace 383-6 ton hoppers condemned, the 46-50 ton cars having a capacity equal to the 383 hoppers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	46	..	..	..	..	..	..	46	..	..	..	..	..	..	..	..	..	..
Deduct 383-6 ton hoppers replaced by the 46-50 ton cars shown above	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	383	..	..	..	..	..	..	..	..	..	383	..	..	..	..	..	..	..	..	..	..
Purchased during the year on renewals account to replace 17 old small type locomotives	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Deduct 17 old small type locomotives replaced by the 8 shown																																					

above, 5 pacific and 3 ten wheel passenger, the 8 having a tractive power of 219,950 lbs. against 213,506 lbs. of the 17	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Transferred from common to wing plough	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..
Total equipment March 31, 1912.	392	41	9	12	53	140	99	34	69	6	1	2	7095	144	3057	52	55	663	17	442	176	148	200	23	119	1	1	12659	51	22	2	2	1	41	119	15	2	1
To be replaced on March 31, 1911, as above	1	..	..	..	1	3	9	..	..	..	..	..	459	2	142	2	..	207	12	15	..	2	1	..	12	..	..	867	1	..	..	..	..	1	2	..	..	..
Condemned and destroyed during the year	16	..	..	..	..	..	1	..	..	..	..	..	54	..	74	..	1	185	..	12	..	2	..	..	6	..	..	335	..	..	..	..	..	..	..	..	..	..	..
Total condemned and destroyed.	17	..	..	..	1	3	10	..	..	..	..	..	513	2	216	2	1	392	12	27	..	4	1	..	18	..	..	1202	1	..	..	..	..	1	2	..	..	..
Deduct 17 locomotives and 383 hopper cars, as explained above	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	383	..	..	..	..	..	..	..	..	..	383	..	..	..	..	..	..	..	..	..	..	..
Purchased on renewals account to replace	..	..	..	..	..	2	..	..	..	..	..	..	371	1	70	..	..	..	..	..	..	2	..	..	..	..	..	446	..	..	..	..	..	..	..	..	..	..	..
Rebuilt in the shops at Moncton on renewals account to replace	..	..	..	..	1	..	..	..	..	..	..	..	50	1	38	..	..	..	..	..	..	..	..	..	10	..	..	100	..	..	..	..	..	..	..	..	..	..	..
To be replaced on March 31, 1912	..	..	..	..	..	1	10	..	..	..	..	..	92	..	108	2	1	9	12	27	..	2	1	..	8	..	..	273	1	..	..	..	..	1	2	..	..	..
Add serviceable and repairing	392	41	9	12	53	139	89	34	69	6	1	2	7003	141	2949	50	54	654	5	415	176	146	199	23	111	1	1	12386	51	22	2	2	1	40	117	15	2	1
Total equipment on March 31, 1912, as above	392	41	9	12	53	140	99	34	69	6	1	2	7095	144	3057	52	55	663	17	442	176	148	200	23	119	1	1	12659	52	22	2	2	1	40	119	15	2	1

INTERCOLONIAL RAILWAY OF CANADA.

STATEMENT of Mileage and Coal, Oil, Grease and Waste consumed by Locomotives for the year ended March 31, 1912.

Months.	Locomotive Mileage.	Consumption.					Average consumption per 100 Miles.				
		Tons of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of wool waste.	Pounds of Grease.	Pounds of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of wool Waste.	Pounds of Grease.
1911.											
April	802,720	48,257	11,402	25,237	1,161	3,754	13,466	1·42	3·14	·14	·46
May	734,964	39,091	10,671	23,183	882	3,094	11,914	1·45	3·15	·12	·42
June	737,466	38,552	10,973	23,389	855	3,687	11,709	1·49	3·17	·11	·50
July	746,080	38,319	10,333	22,915	527	3,566	11,504	1·38	3·07	·07	·48
August	768,294	40,621	10,808	23,684	972	3,521	11,843	1·40	3·08	·12	·46
September	740,079	41,154	10,468	22,431	891	3,295	12,456	1·41	3·03	·12	·44
October	778,974	45,364	10,901	23,241	808	3,327	13,045	1·40	2·98	·10	·42
November	770,286	48,263	11,339	22,812	911	3,691	14,035	1·47	2·96	·12	·48
December	844,172	55,447	12,751	25,625	953	3,333	14,713	1·51	3·03	·11	·39
1912.											
January	822,243	56,392	11,854	23,857	782	3,564	15,362	1·44	2·90	·09	·43
February	811,838	52,424	11,869	24,441	897	3,977	14,464	1·46	3·01	·11	·49
March	858,371	55,026	13,600	25,579	1,123	4,968	14,359	1·58	2·98	·13	·58
Total	9,415,487	558,910	136,969	286,394	10,762	43,777	13,296	1·45	3·04	·11	·46

STATEMENT OF CAPITAL ACCOUNT

No. 1.—INTERCOLONIAL RAILWAY.

Capital Account. Year ended March 31, 1912.

1911.	Dr.	$ cts.	$ cts.	1911.	Cr.	$ cts.
March 31	To cost of Intercolonial Railway to date		93,035,371 08	March 31.	By Dominion of Canada	93,035,371 08
	Strengthen Bridges	53,551 40				
	Increase accommodation at Halifax	73,989 59				
	Equipment at Rivière du Loup engine house	6,645 41				
	Locomotive and Car Shops with equipment and new freight yard and cut off line at Moncton	106,936 31				
	Increase accommodation at Campbellton	176,810 41				
	Sydney Mines diversion	249,929 45				
	Diversion of line at Chatham and Branch to wharf	210,563 93				
	Addition to General office building, Moncton	80,626 67				
	Increase accommodation at Truro	24,951 14				
	Double tracking at New Glasgow	26,069 15				
	General Protection of highways	114,266 28				
	Increase accommodation at Stellarton	30,000 00				
	Increase accommodation and facilities along the line	50,952 23				
	Increase accommodation at St. John	25,600 00				
	Surveys and Inspection	564 69				
	Increase accommodation at Fredericton	42,978 63				
	Towards the construction of a railway from a point on the Intercolonial Railway at or near Dartmouth, in the County of Halifax, via Musquodoboit Harbour and the Valley of the Musquodoboit to Deans Settlement, in the said County	24,696 31				
	Towards the construction of a railway from a point on the Intercolonial Railway at or near Alba, in the County of Inverness, to the town of Baddeck, in the County of Victoria	11,121 01				
	Towards the construction of a railway from a point on the Intercolonial Railway at or near New Glasgow, in the County of Pictou, to the town of Guysboro, and from the said line of railway at Cross Roads Country Harbour to the deep water of the said harbour	113,406 49				
	Additional facilities at Princess Pier	15 05				
	Improvements at Mulgrave	28,961 12				

Rolling Stock	128,485 13				
Air brakes to freight cars	12,160 00				
Original construction	175 96				
Equip passengers cars with fire extinguishers and tool boxes	6,400 00				
Docks and wharves at Halifax	98,898 72				
Improve triple valves of air brakes	7,150 00				
Construction of spur line from Hampton Station to Hampton Village	1,711 08		1912.		
New machinery for steamer "Scotia"	832 68				
Exchange of draw bars of freight cars	1,999 72		March 31.	By Dominion of Canada	1,710,448 56
		1,710,448 56			
		$94,745,819 64			$94,745,819 64

E. and O. E.

Moncton, N. B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 2.—INTERCOLONIAL RAILWAY.

REVENUE ACCOUNT. Year ended March 31, 1912.

Expenditure.	$ cts.	$ cts.	Earnings.	$ cts.
Maintenance of Way and Structures..		1,812,419 58	Passenger earnings...	3,017,304 63
Maintenance of Equipment	2,144,723 58		Freight earnings.....	7,008,300 49
Add surplus for year transferred to Renewal of Equipment and Debited to this Account.....	536,819 69	2,681,543 27	Mail & Express earnings.	428,985 64
Traffic expenses.....		217,943 10	Miscellan. earnings..	139,195 08
Transportation expenses.....		5,630,139 19		
General expenses.....		248,990 70		
Balance.....	539,569 69			
Less surplus tranferred to renewal of Equipment Account.....	536,819 69	2,750 00		
		10,593,785 84		10,593,785 84

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.
MONCTON, N. B.

No. 3.—INTERCOLONIAL RAILWAY.

MAINTENANCE of Way and Structures. Year ended March 31, 1912.

		$ cts.
No. 1.	Superintendence	53,267 59
" 2.	Ballast	61,628 25
" 3.	Ties	143,054 44
" 4.	Rails	158,368 09
" 5.	Other Track Material	102,509 00
" 6.	Roadway and Track	682,852 02
" 7.	Removal of snow, sand and ice	151,580 68
" 9.	Bridges, trestles and culverts	44,317 77
" 10.	Over and under grade crossings	1,119 36
" 11.	Grade crossings, fences, cattle guards and signs	47,918 38
" 12.	Snow and sand fences and snow sheds	16,248 69
" 13.	Signals and interlocking plants	6,170 19
" 14.	Telegraph and Telephone Lines	1,520 92
" 16.	Buildings, Fixtures and Grounds	265,442 74
" 17.	Docks and Wharves	29,871 77
" 18.	Roadway Tools and Supplies	21,992 75
" 22.	Injuries to Persons	355 68
" 23.	Stationery and Printing	3,936 66
" 25.	Other Expenses	866 49
" 26.	Maintaining joint tracks, yards and other facilities—Dr	27,847 77
	Cr	1,820,869 24
" 27.	Maintaining joint tracks, yards and other facilities—Cr	8,449 66
		1,812,419 58

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.
MONCTON, N. B.

SESSIONAL PAPER No. 20

No. 4.—INTERCOLONIAL RAILWAY.

Maintenance of Equipment. Year ended March 31, 1912.

		$ cts.
No. 28.	Superintendence	59,135 90
" 29.	Steam Locomotives	712,227 89
" 30.	Steam Locomotives—Renewals	371,965 84
" 35.	Passenger Train Cars—Repairs	294,183 31
" 36.	" " Renewals	185,977 91
" 38.	Freight Train Cars—Repairs	635,784 28
" 39.	" " Renewals	278,939 95
" 44.	Floating Equipment—Repairs	9,058 20
" 45.	" " Renewals	2 00
" 47.	Shop Machinery and Tools	40,376 27
" 49.	Injuries to Persons	498 08
" 50.	Stationery and Printing	10,786 32
" 51.	Maintaining Joint Equipment at Terminals—Dr.	4,506 23
" 52.	Other Expenses	43,899 34
" 53.	Work Equipment—Repairs	34,201 75
		*2,681,543 27

* From the operation of the Railway for the year there was a gain of $539,569.69, and of this amount $536,819.69 was transferred to Equipment Renewal Account, and Maintenance of Equipment was charged with same. The amount of $536,819.69 is available for the purchase of Rolling Stock.

E. & O. E.

Moncton, N. B.

S. L. SHANNON,

Comptroller and Treasurer.

No. 5.—INTERCOLONIAL RAILWAY.

Traffic Expenses. Year ended March 31, 1912.

		$ cts.
No. 57	Superintendence	63,776 92
" 58	Outside Agencies	71,806 24
" 59	Advertising	48,605 81
" 60	Stationery and Printing	30,264 85
" 61	Traffic Associations	2,693 29
" 65	Other Expenses	795 99
		217,943 10

E. & O. E.

Moncton, N. B.

S. L. SHANNON,

Comptroller and Treasurer.

No. 6.—INTERCOLONIAL RAILWAY.

Transportation Expenses. Year ended March 31, 1912.

		$ cts.
No. 66	Superintendence	83,169 76
67	Despatching trains	166,045 42
68	Station employees	737,227 00
69	Weighing and car service associations	1,427 36
72	Station supplies and expenses	102,350 23
73	Yardmasters and their clerks	41,585 22
74	Yard conductors and brakemen	179,486 73
75	Yard, switch and signal tenders	16,225 28
76	Yard supplies and expenses	19,719 43
77	Yard enginemen	139,914 24
78	Enginehouse expenses—Yard	35,841 70
79	Fuel for yard locomotives	195,501 63
80	Water for yard locomotives	10,969 46
81	Lubricants for yard locomotives	3,435 18
82	Other supplies for yard locomotives	2,297 59
83	Operating joint yard and terminals—Dr.	114,681 95
86	Road enginemen	576,983 86
87	Enginehouse expenses—Road	279,210 08
88	Fuel for road locomotives	1,693,269 67
89	Water for road locomotives	55,289 78
90	Lubricants for road locomotives	28,554 25
91	Other supplies for road locomotives	16,954 87
94	Road trainmen	767,240 85
95	Train supplies and expenses	196,358 39
96	Interlockers, block and other signals—Operation	10,409 67
97	Crossing flagmen and gatemen	15,256 90
98	Drawbridge operation	3,185 39
99	Clearing wrecks	17,287 73
100	Telegraph and telephones—Operation	13,217 17
101	Operating floating equipment	49,350 06
103	Stationery and printing	62,892 40
105	Other expenses	27,668 45
106	Loss and damage—Freight	40,030 04
107	Loss and damage—Baggage	287 83
108	Damage to property	5,961 29
109	Damage to stock on right of way	5,690 83
110	Injuries to persons	2,211 49
111	Operating joint tracks—Dr.	11,343 98
		5,728,533 16
	Cr.	
No. 84	Operating joint yards and terminals—Cr.	98,393 97
		5,630,139 19

E. & O. E.
Moncton, N. B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 7.—INTERCOLONIAL. RAILWAY.

General Expenses. Year ended March 31, 1912.

		$ cts.
No. 113	Salaries and expenses of general officers	25,937 47
114	Salaries and expenses of clerks and attendants	103,943 75
115	General offices supplies and expenses	2,946 93
116	Law expenses	12,143 85
118	Relief Department expenses	9,399 96
119	Pensions	76,371 60
120	Stationery and printing	14,475 71
121	Other expenses	3,771 43
		248,990 70

E. & O. E.
Moncton, N. B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 8.—INTERCOLONIAL RAILWAY OF CANADA.

General Stores Account. Year ended March 31, 1912.

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
To balance, March 31, 1911		1,149,303 45	By issues during year ended March 31, 1912	4,192,961 31	
Purchases during year ended March 31, 1912	3,710,077 38		Sales, material, fuel, &c.	62,299 31	
Charges from other departments	908,084 12		Sales old material	220,118 18	
Labour	56,946 04				4,475,378 80
Staff	30,678 40				
		4,705,785 94	Balance—		
			Ordinary stores, including fuel	758,731 68	
			Roadway and bridge material	620,978 91	
					1,379,710 59
		5,855,089 39			5,855,089 39

S. L. SHANNON,
Comptroller and Treasurer.

C. F. BURNS,
Auditor of Disbursements, I.R.C.

MONCTON, N.B.

No. 9.—INTERCOLONIAL RAILWAY.

General Balance. Year ended March 31, 1912.

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
To Cash	2 33		By Dominion of Canada	1,721,441 63	
General Stores	1,379,710 59		Intercolonial & Prince Edward Island Railways employees Provident Fund	309,234 71	
Station Agents	201,591 96		Equipment renewal account balance Mar. 31 1912	229,130 75	
Receiver General—Provident Fund Account	791,316 27		Transfer of part surplus for year ending March 31, 1912	536,819 69	
Cash in Transit Account	6,583 50				765,950 44
Auditors Suspense Account	39,963 08		By Freight in Transit Account	15,136 67	
Commissary Account	21,866 21		Rail Renewal Account	160,784 80	
Expenditures for Rd. and Equipment Suspense	99,639 82		Fire Renewal Account	56,269 40	
Unclaimed Freight	346 06		Individuals and Companies Ledger—		3,028,817 65
		2,541,019 82	Armour Car Lines	6 25	
To Individuals and Companies Ledger—			Amherst Malleable Iron Co	40 42	
Acadia Coal Co	642 75		Beersville Ry. & Coal Co	216 20	
Alabama and Vicksburg Ry	3 99		J. H. Brownell	235 72	
Atlantic Coast Line	19 43		Cumberland Ry. & Coal Co	141 55	
H. and A. Allan	462 50		Chatham Ry	0 07	
Atlantic and Lake Superior Ry	2,359 70		Chappell Bros	71 00	
Atlanta, Birmingham and Atlantic Ry	3 67		Canadian Locomotive Co	91 00	
American Refrigerator Transportation Co	0 91		Canadian Oil Co	175 35	
Atcheson, Topeka and Santa Fe Ry	10 01		J. & A. Culligan	10 20	
Ann Arbor Ry	2 61		Colonial Granite Co	94 00	
Alabama Great Southern Ry	14 20		Cornwall & York Cotton Mills Co	190 78	
Steamship 'Amelia'	0 70		Crédit Foncier Canadien	113 25	
Austin Lumber Co	272 46		Crosby Molasses Co	242 95	
Atlanta & West Point Ry	8 00		Canada Cement Co	83 70	
Boston & Maine Ry	121 94		Department of Justice	1,000 00	
Baltimore & Ohio Ry	128 47		Dubs & Co	98 63	
Boston & Albany Ry	2 24		G. Dumont	27 00	
Bangor & Aroostook Ry	7 66		W. H. Duffy	288 85	
Buffalo, Rochester & Pittsburg Ry	58 76		Elmsdale Co	1,190 18	
Buffalo & Susquehanna Ry	10 54		Frankell Bros	20 41	
Bessemer & Lake Erie Ry	2 54		T. E. Fernald & Co	223 50	
Bathurst Lumber Co	116 49		Grand Lake Lumber Co	383 00	
Brown Machine Co	314 14		General Store Keeper	6 78	
Barre Ry	9 29		Guilford & Sons	200 00	
Caraquet Ry	14,895 72		H. J. Garson & Co	1,630 99	
Canadian Express Co	15,524 22		Luther Goodspeed & Son	224 94	
Canadian Pacific Ry	33,409 36		Abner Gordon	161 79	
Charlottetown Steam Navigation Co	223 05		Chas & Davidson Hill	359 81	
Central Vermont Ry	160 27		T. A. Hurley	168 09	
Coal & Coke Co	0 44		Imperial Oil Co	9 40	
Canadian Northern Ry	1,657 53		Jones & Schofield	111 96	
			J. A. Kirkpatrick	248 50	
			I. Lord	3 50	

To Cincinnati, Hamilton, and Dayton Ry	13 45		By W. S. Loggie & Co	296 77	
Cleveland, Cincinnati, Chicago & St. Louis Ry	147 23		Joseph LeCours	138 05	
Canada Atlantic and Plant Line	2 00		J. A. Likely	1,033 80	
Chicago, Milwaukee and St. Paul Ry	89 86		Thomas Lahey	241 57	
Chicago, St. Paul, Minneapolis and Omaha Ry	2 68		La Cie Manufacture de Montmagny	279 59	
Cincinnati Northern Ry	25 76		Nap. Mercier	43 50	
Chicago and North Western Ry	92 61		F. M. Murray	272 27	
Canada Railway News Co.	67 50		D. H. McKay	88 07	
Chicago and Alton Ry	23 36		W. A. McKay & Co	138 00	
Chicago, Rock Island and Gulf Ry	16 65		McLean Milling Co	616 08	
Chicago, Burlington and Quincy Ry	54 16		H. D. McLean	69 48	
Chicago Refrigerator Despatch Line	0 44		D. McNeil & Sons	144 77	
Central Ry. of New Jersey	86 90		H. E McArthur	445 60	
Chesapeake and Ohio Ry	57 90		New Brunswick Telephone Co	14 62	
Chicago and Eastern Illinois Ry	20 31		James R. Porter	49 50	
Cleveland, Akron and Columbus Ry	1 60		Pratt Bros	267 15	
Central Ontario Ry	5 01		James Pender & Co	435 77	
Chicago, Indianapolis and Louisville Ry	0 57		Quebec Construction Co	51 44	
Chicago, Cincinnati and Louisville Ry	1 26		Reed Co	316 66	
Chicago, Indiana and Southern Ry	17 22		Rood and McGregor	47 00	
Colchester Coal and Railway Co	369 35		Sessenwein Bros	3,515 05	
Chicago, Rock Island and Pacific Ry	64 71		J. Simon	6,486 36	
Chicago, Great Western Ry	32 91		Enoch Steeves	258 25	
Central Indiana Ry	11 50		Starr Manufacturing Co	30 00	
Chicago, Peoria and St. Louis Ry	0 44		Jas. Stevenson	216 32	
Cold Blast Transportation Co.	0 48		C. P. Stephen	78 50	
Copper Crown Co	45 13		Stephen Bros	193 14	
Central of Georgia Ry	9 43		B. L. Tucker	184 69	
Frank A. Cutting Co.	3 30		Town of New Glasgow	204 00	
Consolidated Rolling Stock Co	1 10		S. E. Vaughan & Co	891 00	
Cleveland Provision Co.	2 27		Alex. Watson	356 00	
Canada & Gulf Terminal Ry	5,985 53		York & Sunbury Milling Co	197 45	
Cudahy Milwaukee Refrigerator Line	4 88				25,670 22
Canadian Car and Foundry Co	7,897 10				
Chaleur Bay Mills	12 12		By Individuals and Companies Ledger, Suspense :—		
Chicago, Milwaukee and Gary Ry	8 08		Canada Car and Foundry Co	359 10	
Carolina, Clinchfield and Ohio Ry	1 80		Nova Scotia Car Works	215 80	
Dept. of Agriculture	70 00		Sessenwein Bros	3,600 01	
	85,990 19		Salisbury and Harvey Ry	5,887 17	
			John Simon	2,427 13	
			Windsor Branch Ry	75 34	
					12,504 55
			By Traffic Ledger :—		
			Atchison, Topeka and Santa Fé Ry	169 19	
			Boston and Maine Ry	2,849 53	
			Boston and Albany Ry	12 42	
			Canada Atlantic and Plant Steamship Line	61 42	
					3,092 47
Carried forward		2,541,019 82	Carried forward		3,067,052 42

No. 9.—INTERCOLONIAL RAILWAY—*Continued.*

General Balance. Year ended March 31, 1912—*Continued.*

Dr.	$ cts.	$ cts.
Brought forward	85,990 19	2,541,019 82
To Department of Public Works	1,707 77	
Dept. of Marine and Fisheries	27 94	
Dept. of Militia and Defence	16,904 56	
Dominion Atlantic Ry	4,934 20	
Dominion Coal Co	127 94	
Dominion Iron & Steel Co	11,699 67	
Delaware & Hudson Ry	148 93	
Delaware, Lackawanna & Western Ry	51 97	
Dominion Express Co	1 95	
Dept. of Railways and Canals (Stores Account)	358 08	
Detroit & Mackinac Ry	0 49	
Denver & Rio Grande Ry	0 51	
Alfred Dickie Lumber Co	86 45	
Detroit & Toledo South Shore Ry	0 61	
Dept. of Naval Service	116 67	
Durham Transportation Co	1 71	
Elgin & Havelock Ry	170 54	
Erie Ry	169 97	
Eastern Steamship Co	2 40	
Elgin, Joliet and Eastern Ry	13 32	
Erie & Michigan Ry. & Navigation Ry	2 80	
Captain J. A. Farquhar	9 60	
Furness, Withy & Co	43 15	
Fraserville Foundry Co	164 00	
James Fleming	822 50	
Grand Trunk Ry	26,567 12	
Galena Signal Oil Co	525 75	
General Construction & Dredging Co	119 14	
Green Bay & Western Ry	0 43	
Great North Western Telegraph Co	78 00	
Great Northern Ry. Line	12 55	
Georgia Southern & Florida Ry	1 93	
Graham & Co	58 43	
Grand Trunk Ry.—Suspense	98 75	
Grand Rapids & Indiana Ry	18 62	
Gulf & Ship Island Ry	2 04	
Halifax & South Western Ry	112,096 21	
Hampton & St. Martins Ry	81 60	
Huntingdon & Broad Top Mountain Ry	296 87	
Hocking Valley Ry	28 86	

Cr.	$ cts.	$ cts.
Brought forward	3,092 47	3,067,052 42
By Chicago, Rock Island & Pacific Ry	98 84	
Chicago, Burlington & Quincy Ry	185 68	
Chicago North Western Ry	515 24	
Cleveland, Cincinnati, Chicago & St. Louis Ry	12 06	
Chicago, Milwaukee & St. Paul Ry	531 48	
Delaware & Hudson Ry	54 14	
Duluth, South Shore & Atlantic Ry	127 04	
Eastern Steamship Co	148 58	
El Paso & South Western Ry	25 48	
Great Northern Ry. Line	833 24	
Grand Trunk Pacific Ry	455 39	
Halifax & South Western Ry	76 75	
Illinois Central Ry	114 05	
Interprovincial Navigation Co	13 80	
Lake Shore & Michigan Southern Ry	157 72	
Michigan Central Ry	50 63	
Maine Central Ry	5,558 07	
Minneapolis, St. Paul & Sault Ste. Marie Ry	564 81	
Northern Pacific Ry	305 79	
New England Navigation Co	21 00	
New York Central & Hudson River Ry	38 51	
New York, New Haven & Hartford Ry	376 56	
Prince Edward Island Ry	1,453 89	
Pennsylvania Ry	58 71	
Père Marquette Ry	76 94	
Quebec Central Ry	181 56	
Salvation Army	7 79	
Temiscouata Ry	55 50	
Temiskaming & Northern Ontario Ry	1,443 30	
Toronto, Hamilton & Buffalo Ry	6 15	
Union Pacific Ry	211 42	
Wabash Ry	555 24	
		17,407 83
By Car Service Ledger :—		
Bay of Quinte Ry	4 20	
Kansas City Terminal Ry	1 40	
Lehigh Valley Ry	0 20	
New York Central Lines	68 70	

Halifax Station Labour	1,500 00	
J. Hillis & Sons	563 20	
Hood's Quarry Co.	81 78	
W. F. Humphrey	79 52	
Hone and Rivet	924 80	
Inverness Ry. & Coal Co.	111 92	
Intercolonial Coal Mining Co.	43 26	
Illinois Central Ry.	168 60	
International & Great Northern Ry.	5 85	
Intercolonial & Prince Edward Island Railways Employees Provident Fund	4 30	
Iowa Central Ry.	4 92	
Indiana Harbor Belt Ry.	0 11	
Kent Northern Co.	6,151 84	
Kanawha & Michigan Ry.	2 16	
Kansas City Southern Ry.	14 71	
D. G. Kirk	10,683 86	
Lotbinière & Megantic Ry.	0 19	
Londonderry Iron & Mining Co.	21,752 59	
Lehigh Valley Ry.	558 70	
Louisiana & Western Ry	0 40	
Louisville & Nashville Ry	63 30	
Lake Shore & Michigan Southern Ry.	112 01	
Lake Erie & Western Ry.	34 28	
R. S. Lowe	96 10	
Lexington & Eastern Ry.	8 99	
Lehigh & New England Ry.	0 40	
Lotbinière Lumber Co.	3 25	
Louisiana Ry. and Navigation Co.	16 51	
Moncton & Buctouche Ry.	636 69	
Michigan Central Ry.	107 41	
Maine Central Ry.	51 98	
Montmagny Light & Pulp Co.	756 09	
Thomas Malcolm	2,109 40	
Merchant's Despatch Transportation Co.	4 82	
Missouri Pacific Ry.	152 88	
Minneapolis, St. Paul & Sault Ste. Marie Ry.	90 74	
Missouri, Kansas & Texas Ry.	46 62	
Maritime Coal, Ry. & Power Co.	5 00	
Metropolitan Steamship Co	59 38	
Mather Stock Car Co.	2 07	
Minneapolis & St. Louis Ry.	35 65	
R. G. Murray	11 85	
Mobile & Ohio Ry.	20 71	
H. W. Monsell & Co.	18 08	
Mississipi Central Ry.	1 97	
Marine Ry Co.	0 52	
Moncton Tramways, Electricity & Gas Co.	105 85	
Carried forward	310,749 48	2,541,019 82

Carried forward			3,084,554 72
Raleigh & Charleston Ry	1 05		
		75 55	
Rents Ledger:—			
D. LeBlanc	20		
New Brunswick Pulp & Paper Co.	1 00		
J. B. Sangster	0 01		
Joseph Arthur	0 50		
D. Hannah	1 02		
T. B. Cochrane	1 44		
A. E. Putnam	1 00		
E. McElmon	1 00		
Spencer Bros. & Turner	5 00		
O. S. Legere	1 00		
George Lovett	1 75		
Rhodes, Curry & Co.	2 00		
Town of Stellarton	1 00		
G. W. Young	1 00		
Shawinigan Water & Power Co	1 00		
		18 92	

No. 9.—INTERCOLONIAL RAILWAY—*Continued.*

General Balance. Year ended March 31, 1912—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward	310,749 48	2,541,019 82	Brought forward		3,084,554 72
To Missouri & North Arkansas Ry	1 20				
H. F. McDougall	8 46				
E. D. McGrath	15 20				
Nelson McDougall	75 00				
McLellan Lumber Co	40 00				
New Brunswick Coal & Railway Co	10 15				
New York Central & Hudson River Ry	799 43				
National Despatch Line	38 08				
Newfoundland Ry	313 64				
New York, New Haven and Hartford Ry	132 42				
Northern Navigation Co	2 60				
New York, Chicago and St. Louis Ry	54 01				
Nova Scotia Steel and Coal Co	1,321 11				
New Brunswick and P. E. Island Ry	4,521 45				
Northern Pacific Ry	25 93				
National Despatch—Great Eastern Line	484 23				
Northern Central Ry	2 65				
Norfolk and Western Ry	46 80				
New York, Philadelphia and Norfolk Ry	0 36				
New Orleans and North Eastern Ry	13 54				
National Labour Congress	446 40				
Norfolk Southern Ry	14 42				
Norwood and Lawrence Ry	222 16				
Northern New Brunswick and Seaboard Ry	230 76				
New Brunswick Cold Storage Co	119 75				
New Brunswick Pulp and Paper Co	167 68				
Nashville, Chattanooga and St. Louis Ry	5 91				
Nova Scotia Car Works	2,069 68				
Oregon Railway and Navigation Co	11 53				
Ocean charges on freight at Halifax	4,233 89				
Opelousas Gulf and North Eastern Ry	1 80				
Oregon Short Line Ry	6 25				
Post Office Department	54,930 86				
Prince Edward Island Ry	734 89				
Picton Station Labour	200 00				
Pullman Co	2 23				
Pennsylvania Ry	221 60				
Price Bros	1,336 02				
Pittsburgh, Cincinnati, Chicago and St. Louis Ry	27 51				

Pennsylvania Co	98 38	
Père Marquette Ry	302 52	
Pittsburgh & Lake Erie Ry	22 72	
Philadelphia & Reading Ry	105 04	
Philadelphia, Baltimore & Washington Ry	2 87	
Pickford & Black	164 09	
C. Pickford	176 00	
Pittsburgh, Shamut & Northern Ry	25 35	
Pacific Fruit Express	2 93	
Preston Car & Coach Co	20 00	
Powers & Brewer	114 59	
Quebec Central Ry	1,255 86	
Quebec, Montreal & Southern Ry	52 62	
Quebec & Lake St. John Ry	91 64	
Quebec Contracting Co	2,353 18	
Rhodes, Curry & Co	2,266 22	
Rutland Ry	6 72	
Charles D. Ruddock	110 00	
Ryan & McDonnell	3,736 29	
Rockingham Station	3 00	
Robb Engineering Co	57 60	
Railway Automatic Car Co	61 40	
Swift Refrigerator Line	90 49	
Sherbrooke Tank Line	3 12	
Sackville Station	65 97	
Salisbury & Harvey Ry	70,711 46	
Southern Pacific Ry	14 21	
Southern Ry	84 99	
St. Lawrence and Adirondack Ry	6 34	
Seaboard Air Line	7 05	
Southern Indiana Ry	20 50	
St. Louis and St. Francisco Ry	37 15	
St. Louis, Iron Mountain & Southern Ry	18 25	
St. Louis South Western Ry	29 00	
St. Joseph & Grand Island Ry	1 00	
St. Louis Refrigerator Co	2 28	
St. Monique Station	10 00	
Santa Fe Refrigerator Despatch	17 90	
Sussex Station	25 00	
Shaw and Mason	16 51	
St. John Iron Works	71 02	
St. John Station Labor	1,500 00	
Smith Tyrer Co	9 26	
St. Lawrence Bridge Co	37 07	
Shipper's Refrigerator Car Co	2 68	
Temiscouata Ry	88 70	
Texas and Pacific Ry	10 41	
Carried forward	467,548 46	2,541,019 82

Carried forward	3,084,554 72

No. 9.—INTERCOLONIAL RAILWAY—*Continued.*

General Balance. Year ended March 31, 1912.

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward	467,548 46	2,541,019 82	Brought forward		3,084,554 72
To Toronto, Hamilton and Buffalo Ry.	5 61				
Trois Pistoles Pulp and Paper Co.	73 82				
Transcontinental Railway Commissioners	1,625 56				
Toledo, St. Louis and Western Ry.	24 88				
Toledo and Ohio Central Ry.	10 50				
Toledo, Peoria and Western Ry.	3 92				
D. Tremblay	123 29				
S. M. Tweedie	49 90				
Toronto Construction Co.	429 75				
Temiskaming and Northern Ontario Ry	0 50				
Trinity and Brazos Valley Ry.	1 30				
Toledo and Western Ry.	10 60				
Vandalia Line	8 79				
Union Pacific Ry.	30 87				
Union Ry.	2 84				
Union Tank Line	2 00				
Virginia and South Western Ry.	1 62				
Wabash Ry.	398 62				
Western Union Telegraph Co.	127 80				
A. N. Whitman and Son.	150 00				
E. A. Wallberg	2 97				
Western Maryland Ry.	2 41				
Wisconsin Central Ry.	8 00				
Wheeling and Lake Erie Ry.	5 01				
Wyoming and North Western Ry.	0 97				
T. A. S. DeWolf & Son.	152 35				
Robert Wilson	9 40				
York and Carleton Ry.	88 95				
		479,900 69			
To Individuals and Companies Ledger Suspense:					
General Storekeeper	6 37				
Dominion Atlantic Ry.	51 59				
Halifax and South Western Ry.	83 99				
International Ry of New Brunswick	35 58				
Transcontinental Ry. Commissioners	50 00				
Nova Scotia Steel & Coal Co.	100 62				
Intercolonial and Prince Edward Island Rys. Employees Provident Fund	0 32				
		328 47			

To Traffic Ledger :—		
H. & A. Allan	1,999 76	
Allan Bros & Co	12 00	
Canadian Northern Ry	7,193 50	
Canadian Pacific Ry	5,903 86	
Cumberland Ry. & Coal Co	2 25	
Dominion Steamship Line	177 47	
Department of Marine and Fisheries	1,498 28	
Department of Commerce and Labour, U.S.A.	18 45	
T. A. S. DeWolfe & Son	51 50	
Grand Trunk Ry	31,246 35	
A. G. Jones & Co	9 50	
Newfoundland Ry	11,229 42	
Rutland Ry	0 55	
Russian-American Steamship Line	4,196 95	
Southern Pacific Ry	63 86	
Salisbury & Harvey Ry	176 34	
Uranium Steamship Co	2,038 10	
Western Passenger Association	2 57	
		65,820 71
To Car Service Ledger :—		
Acadia Coal Co	227 00	
Albany & Hudson Ry	4 25	
Atlanta & St. Andrews Ry	2 10	
Buffalo & Susquehanna Ry	5 25	
Bristol Ry	12 95	
Chicago, Peoria & St. Louis Ry	0 50	
Chicago, Cincinnati & St. Louis Ry	137 25	
Genesse & Wyoming Ry	37 45	
Greenville & Knoxville Ry	0 35	
Jamestown, Chautauqua & Lake Erie Ry	46 15	
Minneapolis, St. Paul & Sault Ste. Marie Ry	100 00	
New Jersey & New York Ry	0 60	
Rutland Ry	179 95	
Register & Glenville Ry	1 75	
Temiskaming & Northern Ontario Ry	49 95	
Trinity & Brazos Valley Ry	52 15	
Texas State Ry	1 40	
Wheeling Terminal Ry	1 00	
White River Ry	23 45	
		883 50
To Rents Ledger :—		
Newfoundland Ry	816 63	
Chas. Elder	0 03	
Post Office Dept.	6 25	
Oliver McGinnis	0 17	
George Maloney	0 89	
H. D. McLean	5 00	
Carried forward	828 97	3,078,953 19

Carried forward	3,084,554 72

No. 9.—INTERCOLONIAL RAILWAY—*Continued.*

General Balance. Year ended March 31, 1912—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward	828 97	3,078,953 19	Bronght forward		3,084,554 72
To N. W. Pushie	5 00				
Miramichi Lumber Co	20 00				
James Comeau	20 80				
Imperial Oil Co	6 00				
Florence E. Mason	5 00				
George A. Mason	5 00				
Arthur S. Comeau	5 00				
City of Sydney	1 00				
New Brunswick Telephone Co	1 00				
Canada Railway News Co	0 06				
J. M. O'Brien	25 00				
E. D. McGrath	8 35				
William Barrie	7 00				
Canadian Pacific Ry	529 13				
Emile Paturel	2 00				
Steamer *Granville*	59 00				
Edward O'Grady	18 00				
John Stokes	27 00				
Fred. Tobin	30 00				
T. Walsh	30 00				
Mrs. Ryan	30 00				
Department of Public Works	1 00				
David M. Lawson	1 00				
Dominion Express Co	6 25				
Canadian Express Co	12 50				
Furness, Withy & Co	25 00				
C. Vellieux	28 00				
N. Lamontagne	7 50				
Dame C. W. Carrier	228 00				
Olivier Gingras	57 00				
Misses Camire	12 00				
Maurice Camiré	11 00				
Mrs J. Atkinson	95 00				
Mrs. L. Roberge	96 00				
James Cloutier	38 00				
George Cloutier	38 00				
Frank Cloutier	4 50				
H. Begin	182 00				
Jean Lamothe	45 00				
Louis Boisvert	4 00				
Emélie St-Laurent	197 00				

Peter Bernier	6 00	
David Rouleau	20 00	
Arthur Lamontagne	4 00	
Joseph H. Higgins	5 00	
E. J. Smith	1 00	
J. A. R. Weir	9 00	
G. W. White	3 75	
Thomas Sharpe	1 00	
Henry O'Leary	2 00	
Mrs. D. McLean	2 10	
Angus McLellan	10 00	
E. S. Vye	0 50	
James Sproull	2 00	
Robert O'Leary	2 00	
Mrs. Desmond	2 00	
E. J. Smith	2 00	
W. J. Williams	2 00	
Malcolm Patterson	2 00	
Mrs. Stubbs	1 00	
J. M. McDonald	1 00	
John R. Stewart	0 75	
William Young	7 00	
Charles Richards	2 00	
W. J. Kent	1 00	
D. S. Harper	2 00	
Adam Mahar	0 25	
Geo. Mann	0 25	
Benj. Smith	0 25	
Municipality of Amqui	1 00	
D. McEvoy	5 00	
James E. Kelly	2 00	
S. H. White & Co.	10 00	
N. Pushie	5 00	
M. McLean	15 00	
J. A. Kirkpatrick	3 00	
John C. Gass	30 00	
A. & R. Loggie	1 00	
M. A. McLeod	5 00	
I. Matheson & Co.	1 00	
George Stone	5 00	
John Legere	5 00	
William Currie	8 50	
H. T. McDougall	3 00	
Strathcona Coal Co.	3 00	
Town of Shediac	3 00	
McKenzie & Graham	5 00	
Joseph Raymond	1 00	
David Richards	2 00	
Carried forward	2,948 31	3,078,953 19

Carried forward		3,084,554 72

No. 9.—INTERCOLONIAL RAILWAY—*Continued.*

General Balance. Year ended March 31, 1912—*Continued.*

Dr.	$ cts	$ cts.	Cr.	$ cts.	$ cts.
Brought forward	2,948 31	3,078,953 19	Brought forward		3,084,554 72
To W. H. Miller	25 00				
M. A. McLeod	5 00				
City of Sydney	4 00				
Central Telephone Co	38 00				
D. M. Grant	2 00				
W. F. Napier	2 00				
Tudhope Carriage Co	5 00				
Harris Abattoir Co	15 00				
City of Sydney	3 00				
I. B. Shaffner	5 00				
Charles Love	2 00				
James Barclay	3 00				
Saunderson Manufacturing Co	5 00				
Town of Rimouski	12 00				
Canadian Pacific Railway	1 00				
J. W. Laurie	5 00				
A. D. Munro	1 00				
Henry McIntyre	1 00				
Toneman Wheaton	15 90				
George L. McLean	1 00				
John W. Logan	5 00				
Henry Lunam	2 00				
Robert Douglas	3 00				
Antigonish & Sherbrooke Telephone Co	4 00				
Cooper & Cunningham	15 00				
S. W. Dimock	2 00				
Robert Crawford	2 00				
B. N. S. Underhill	2 00				
H. Mc. Hart	60 00				
Thomas Bélanger	1 00				
W. R. Steeves	0 79				
Samuel Melanson	5 00				
W. J. Kent	5 00				
Doucett Bros	5 00				
City of Sydney	2 00				
New Brunswick Telephone Co	4 00				
Shediac Electric Light & Power Co	2 00				
Alphonse Dallaire	1 00				
Charles A. Vanwic	2 00				
New Brunswick Telephone Co	2 00				
Benjamin Titus	2 00				

W. A. Wilson	2 00				
Harry Harrison	2 00				
Dominion Express Co	10 00				
Canadian Express Co	0 48				
Geo. Anderson	5 00				
Canadian Express Co	22 89				
To Advances:—		3,276 47			
H. M. Stevens	5 06				
Sir G. Falconbridge	1,000 00				
A. E. G. McKenzie	200 00				
A. R. Smith	20 00				
Hon. J. Bureau	150 00				
T. P. Owens	500 00				
R. A. Lawlor	250 00				
L. G. Demers	200 00				
		2,325 06			
		3,084,554 72			3,084,554 72

E. and O. E.
MONCTON, N. B.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY OF CANADA.

STATEMENT of Averages, Year ending March 31, 1912.

Mileage of railway	146,815
Engine mileage	9,415,487
Total train mileage	7,400,975
" car mileage	104,002,011
Ratio of earnings to gross earnings—	Per cent.
Revenue from transportation	98·36
Revenue from operations other than transportation	1·64
Gross earnings per mile of railway ... Dollars	7,215·74
" " engine mile ... "	1·13
" " train mile ... "	1·43
" " car mile ... Cents.	10·19
Ratio of expenses to gross earnings—	Per cent.
Maintenance of way and structures	17·11
" equipment	25·31
Traffic expenses	2·06
Transportation expenses	53·15
General expenses	2·35
Expenses per train mile—	Cents.
Maintenance of way and structures	24·49
" equipment	56·23
Traffic expenses	2·94
Transportation expenses	76·07
General expenses	3·36
Expenses per mile of railway—	Dollars.
Maintenance of way and structures	1,234·49
" equipment	1,826·48
Traffic expenses	148·45
Transportation expenses	3,834·85
General expenses	169·59
Locomotive and car repairs per locomotive and car—	Dollars.
Locomotives	1,799·20
Passenger cars	642·63
Freight cars	51·22

C. F. BURNS,
Auditor of Disbursements.

S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

Statement of Receipts.

Months.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.
1911—				
April	240,360 50	638,727 63	39,628 96	918,717 09
May	231,795 97	565,264 57	36,182 61	833,243 15
June	271,341 71	549,444 60	41,831 33	862,617 64
July	334,553 42	536,731 69	43,478 66	914,763 77
August	379,150 62	566,080 55	45,207 24	990,438 41
September	334,189 12	548,260 78	43,765 35	926,215 25
October	247,919 06	651,818 58	51,489 71	951,227 35
November	200,008 95	654,923 02	56,962 77	911,894 74
December	220,665 49	628,417 75	51,088 39	900,171 63
1912—				
January	187,177 51	506,123 06	50,279 98	743,580 55
February	165,504 58	544,658 40	45,650 27	755,813 25
March	204,637 70	617,849 86	62,615 45	885,103 01
1911-12	3,017,304 63	7,008,300 49	568,180 72	10,593,785 84
1910-11	2,899,419 82	6,344,595 66	619,767 92	9,863,783 40

W. H. Estano,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY.

Passenger Statement.

Months.	Local.		Through.		Total.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
1911—						
April	251,118	7,922,690	24,896	7,457,398	276,014	15,380,088
May	247,240	8,145,104	25,207	5,646,613	272,447	13,791,717
June	279,580	10,364,050	22,429	4,367,469	302,009	14,731,519
July	323,623	13,237,013	31,550	5,480,778	355,173	18,717,791
August	354,384	13,575,575	37,622	7,008,978	392,006	20,584,553
September	323,223	11,948,343	34,411	5,506,315	357,634	17,454,658
October	240,756	8,220,128	23,386	3,921,761	264,142	12,141,889
November	209,706	6,505,497	17,609	3,192,060	227,315	9,697,557
December	258,061	8,761,518	20,383	3,843,538	278,444	12,605,056
1912—						
January	223,666	6,359,183	20,110	4,808,806	243,776	11,167,989
February	190,984	5,740,867	12,911	3,158,175	203,895	8,899,042
March	224,581	6,641,759	19,117	6,296,402	243,698	12,938,161
1911-12	3,126,922	107,421,727	289,631	60,688,293	3,416,553	168,110,020
1910-11	2,968,435	104,232,338	264,460	58,148,884	3,232,895	162,381,222

W. H. Estano,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY.

Freight Statement.

Months.	Local.		Through.		Total.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1911—						
April	295,271	67,144,604	111,243	51,370,955	406,514	118,515,569
May	283,642	46,192,339	91,772	42,399,878	375,414	88,593,217
June	278,858	42,723,582	85,878	38,944,739	364,736	81,668,321
July	276,164	43,025,249	81,873	36,309,821	358,037	79,335,070
August	291,826	47,568,554	83,182	36,903,081	375,008	84,471,635
September	269,631	44,943,188	78,842	39,159,319	348,473	84,102,507
October	299,206	54,638,863	85,339	45,010,729	384,545	99,649,592
November	317,962	61,881,849	93,467	61,396,112	411,429	113,277,961
December	251,058	49,585,988	128,558	73,513,323	379,616	123,099,311
1912—						
January	274,376	66,201,437	79,992	38,685,824	354,368	104,887,261
February	287,222	70,989,411	78,959	37,646,319	366,181	108,635,730
March	327,273	76,658,551	85,005	44,896,005	412,278	121,554,556
1911-12	3,452,489	671,554,615	1,084,110	536,236,115	4,536,599	1,207,790,730
1910-11	3,085,437	592,203,856	1,015,963	508,430,673	4,101,400	1,100,634,529

S. L. SHANNON,
Comptroller and Treasurer.

W. H. Estano,
Auditor of Traffic.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT of principal revenue producing freight carried over the Intercolonial Railway in 1910-11 and 1911-12.

Description.	Year ended March 31, 1911.	Year ended March 31, 1912.
	Tons.	Tons.
Product of agriculture :		
Grain	111,667	130,161
Flour	169,628	187,364
Potatoes	20,332	45,396
Hay	58,354	96,627
Apples, fruit and vegetables	13,487	26,557
Other mill products	46,749	53,389
Cotton	5,794	4,021
Products of animals :		
Hogs and horses	8,174	9,527
Sheep and cattle	11,034	11,649
Lambs	1,753	1,347
Dressed meats	15,028	13,526
Poultry and game	954	805
Fish	36,737	31,581
Oysters	2,433	3,109
Wool	1,590	2,841
Hides and leather	6,860	6,939
Products of mines :		
Coal and coke	1,039,722	1,233,532
Ore	22,382	19,800
Sand, stone, etc	175,080	201,935
Salt	12,661	12,722
Slate and granite	1,461	1,455
Phosphate	10,292	10,290
Products of forest :		
Lumber	529,950	539,537
Bark	13,874	19,800
Cordwood	58,625	54,196
Pulpwood	183,534	160,659
Wood pulp	42,086	26,992
Shingles	70,696	76,420
Other forest products	113,639	133,812
Manufactures :		
Petroleum and oils	35,363	34,016
Sugar	52,192	57,927
Iron and steel rails	108,549	101,782
Iron, pig and bloom	64,867	71,330
Wire rods	90,475	75,494
Steel billets	135,096	108,668
Other castings and machinery	111,615	63,224
Bar and sheet metals	46,031	101,669
Brick, lime and cement	103,027	135,953
Agricultural implements	12,273	12,650
Furniture	9,638	10,216
Immigrants effects	4,175	5,685
Miscellaneous	543,523	641,996
Grand total	4,101,400	4,536,599

S. L. SHANNON,
Comptroller and Treasurer,

W. H. ESTANO,
Auditor of Traffic.

INTERCOLONIAL RAILWAY.

DESCRIPTIVE STATEMENT of Freight Transported during the Year ended March 31, 1912.

—	Number.	Tons.
Barrels flour	1,873,640	187,364
Bushels grain	5,206,440	130,161
Live stock	115,189	22,523
Sup. feet lumber	656,418,588	910,428
Coal and other fuel		1,287,728
Manufactured goods		1,280,928
All other articles		717,467
Total		4,536,599

S. L. SHANNON,
Comptroller and Treasurer.

W. H. ESTANO,
Auditor of Traffic.

INTERCOLONIAL RAILWAY.

STATEMENT of Coal shipped over the I. C. R. during the fiscal year ended March 31, 1912.

From.	For the West.			For Local Stations.	Total.
	Via St. John.	Via St. Rosalie.	Via Montreal.		
	Tons.	Tons.	Tons.	Tons.	Tons.
Stellarton		73		496,241	496,314
Westville				33,810	33,810
New Glasgow				63,299	63,299
North Sydney	303			37,330	37,633
Sydney				24,192	24,192
Point Tupper				115,134	115,134
Springhill				102.171	102,171
Maccan				192,776	192,776
Norton				41,315	41,315
Coal Branch				111	111
Harcourt				4,778	4,778
	303	73		1,111,157	1,111,533

S. L. SHANNON,
Comptroller and Treasurer.

W. H. ESTANO,
Auditor of Traffic.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

STATEMENT showing quantity of the undermentioned articles carried over the Intercolonial Railway during fiscal year ended March 31, 1912.

Articles.	Via Montreal.	Via St. Rosalie.	Via St. John.	For Local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
Raw Sugar, West Bound	2,558	1,096	.....	12,057	15,711
Refined Sugar, West Bound	9,691	8,242	1,519	21,870	‡41,322
European Freight, West Bound via Halifax	12,347	4,860	17	43,682	60,906
‡ European Freight, West Bound via St. John	8,694	622	.....	8,956	18,272
European Freight, East Bound via Halifax	22,628	4,177	8,760	*131,150	166,715
‡ European Freight, East Bound via St. John	19,875	252	.....	-29,791	49,918
	Bush.				Bush.
Grain for Shipment via Halifax	122,734	.....	.....	.....	122,734
‡ Grain for Shipment via St. John	1,215,574	.....	.....	.....	1,215,574
	Tons.				Tons.
Fresh Fish	4,213	1,476	1,917	6,686	14,292
Salt Fish	4,060	4,250	425	10,108	18,843
Coal	.....	73	303	1,111,157	1,111,533

S. L. SHANNON,
Comptroller and Treasurer.

W. H. ESTANO,
Auditor of Traffic.

* Includes 113,426 Tons Deals via Halifax.
– Includes 8,022 Tons Deals via St. John.
‡ Previous Annual statements did not include West Bound European Freight and East Bound European Freight and Grain shipments via St. John, N.B.

STATEMENT Ocean Borne Passenger Business done at the Port of Halifax during the year ending March 31, 1912.

Name of Steamer.	Number of Passengers.			
	1st.	2nd.	Steerage.	Total.
Allan Line—				
Scotian		354	1,217	1,571
Mongolian	78	257	1,123	1,458
Hesperian	150	896	3,165	4,211
Virginian	133	674	1,394	2,201
Tunisian	167	1,092	2,729	3,988
Numidian		345	598	943
Victorian	156	1,120	2,193	3,469
Carthaginian	68	166	927	1,161
Sicilian		263	918	1,181
Corinthian	21	219	717	957
Parisian		313	457	770
Pretorian	83	276	613	972
Grampian	50	555	1,221	1,826
Corsician	117	686	1,646	2,449
Lake Erie		48	78	126
Ionian	32	278	377	687
C. P. R. S. S—				
Empress of Britain	214	7	12	233
Empress of Ireland	93	26	16	135
Pickford & Black—				
Sokoto	33			33
Ocamo	9			9
Uranium S. S.—				
Uranium	4	37	2,715	2,756
Volturno	3	66	2,809	2,878
Campanello	8	61	1,845	1,914
Royal Line—				
Royal Edward	150	578	1,558	2,286
Royal George	67	383	1,565	2,015
Dominion Line—				
Southwark		125	539	664
Canada		472	806	1,278
Megantic	26	432	662	1,120
Teutontic		232	565	797
Dominion		168	395	563
	1,662	10,129	32,860	44,651

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STATEMENT of Ocean Borne Passenger Business done at the Port of St. John, N. B., during the year ending March 31, 1912.

Name of Steamer.	Number of Passengers			
	1st.	2nd.	Immigt.	Total.
Donaldson Line—				
Saturnia	23	17	273	313
Athenia	17	24	118	159
Cassandra	17		156	173
Canada Line—				
Barcelona			8	8
Samland			6	6
Williehead			6	6
C. P. R. Line—				
Montreal			83	83
Lake Champlain			8	8
Empress of Britain	7	6	16	29
Montezuma			73	73
Lake Manitoba		2	9	11
Lake Michigan			11	11
Empress of Ireland	5		12	17
Montfort			29	29
Mount Temple			29	29
Allan Line—				
Corsican	1	3	5	9
Virginian	5	1		6
Lake Erie			28	28
Tunisian	2	2	2	6
Victorian	4		4	8
Grampian			2	2
Pomeranian	1		3	4
Hesperian	8			8
Sardinian			2	2
Total	90	55	883	1,028

STATEMENT of Ocean Borne Passenger Business done at the Port of Quebec during the year ending March 31, 1912.

Name of Steamer.	Number of Passengers.		
	1st.	2nd.	Total.
C. P. R. S.S. Line—			
Montford		13	13
Empress of Britain	14	9	23
Mount Royal		7½	7½
Montezuma		12½	12½
Lake Manitoba	10	21½	31½
Montreal		10	10
Empress of Ireland	7½	20	27½
Mount Temple	2	33½	35½
Lake Michigan		11	11
Lake Champlain	1	14	15
Montrose		8	8
Allan Line—			
Grampian	4	17½	21½
Pomeranian		13	13
Lake Erie	2	9	11
Hesperian	8	28	36
Ionian	2	13	15
Corsican	11	49½	60½
Scotian	11½	35½	47
Pretorian		8	8
Victorian	21	42	63
Sicilian		2	2
Tunisian	11	32	43
Corinthian	10½	26½	37
Sardinian		17	17
Virginian	11½	45	56½
Donaldson Line—			
Saturnia	6	23½	29½
Athenia	5	32	37
Cassandra	2	17	19
Cunard Line—			
Ascania	2	18	20
Dominion Line—			
Dominion		4	4
Teutonic	4	41	45
Megantic	13	30	43
Laurentic	14	4	18
Canada	16½	9	25½
Royal Line—			
Royal George	18	41	59
Royal Edward	26½	27	53½
Canada Line—			
Pisa		40½	40½
Willehad		32	32
Samland		2	2
Gothland		12	12
Barcelonia		25	25
Southwark		27	27
Albania		12	12
Wittekind		16	16
Total	234	911	1,145

SESSIONAL PAPER No. 20

STATEMENT of Ocean Borne Freight Traffic via Halifax for the year ending March 31, 1912.

Line of Steamers.	Import.	Export.
	Tons.	Tons.
Allan	15,782	4,562¾
Manchester	2,286½	7,321½
Elder Dempster	1,528½	1,623½
Red Cross	189½	4,850¼
Pickford & Black	18,093	35,283½
Furness	19,898½	54,585¼
Uranium	2,720¾	94
Empress, C.P.R	905½	707
Dominion	803½	
Canadian Northern	2	
White Star	153	
Royal	4,498¼	6,031¾
Plant	2,160	175¾
Donaldson		392
I. S. DeWolf & Son		62½
Tramp	8,849¼	52,250
Totals	77,870	167,940

STATEMENT of Ocean Borne Freight Traffic via St. John for the year ending March 31, 1912.

Line of Steamers.	Import.	Export.
	Tons.	Tons.
Donaldson	12,653	3,314
Allan	4,581	5,679
Manchester	3,348	2,713
C. P. R	2,935	5,294
Canada	275	
Elder Dempster	1,806	9,296
Furness	396	535
Pickford & Black	1,721	1,127
Head Line		2,880
Totals	27,715	30,838

INTERCOLONIAL

STATEMENT of casualties for

Date.	Time of day.	No. of train.	Description of train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1911.							
April 8	18·10	.....	... .	.. ..	....	....	Public crossing, West of Laurier.
" 13	13·30	.....	Special.....	C. Rioux.	E. Côté...	72	Tobin Branch.....
" 16	3·40	.....	"	O. Langlois.....	E. Parent.....	319	St. François.... ...
" 24	23·30	....	Shunter	.....	T. Stockall.....	215	Richmond yard....
May 1	.....	....	"	....	N. Burris.....	134	Truro yard .....
" 6	9·30	.....	Working train.	E. Gagnon.....	W. Fraser.....	269	Little Metis.....
" 6	12·15	.....	Special.....	H. G. Thompson..	W. Megarity.	223	Apohaqui.....
" 6	14·50	....	Freight.....	O. Langlais.....	J. Gagnon	246	One mile West of St. Louis.
" 10	13·12	150	Passenger...	J. Huppe	J. Couillard	321	Rimouski.....
" 12	16·10	146	" ..	M. Verville.....	Jas. Houston.	166	Point St. Charles ..
" 13	14·30	.....	Working train.	O. Levesque ...	Chas. Deslisle....	389	One mile West of St. Romuald.
" 13	19·50	... .	Shunter	.....	R. Phinney	258	Truro yard .....
" 13	16·46	146	Passenger...	U. St. Pierre.....	N. Houston.....	166	Beloiel Station.....
June 6	22·15	75	Fast freight.	J. A. Davidson....	Jas. Stratton. ...	284	One mile East Jacquet River.
" 10	6·40	....	Working train.	A. Jarest.....	B. Côté.....	35	Carmel Pit.. .....
" 14	10·30	.....	Coal train ..	A. Gauvreau.....	E. Mitchell..... .	379	Princess Pier .....
" 16	23·05	76	Fast freight.	C. Couchy.....	L. Dutil.....	22	St. Hubert .....
" 17	18·40	....	Shunter	Fred Côté.....	Oct. Halle.....	312	Levis wharf.....
" 20	6·50	133	Passenger...	J. B. Crockett....	G. B. Storey.....	99	Main Street crossing, Moncton.
" 24	15·45	.....	Special.....	C. Audet.	H. Maisey.....	396	Near Cedar Hall...
July 4	18·15	20	Passenger...	N. Hopper.....	B. Cooke.	319	Hilden ....
" 6	6·15	17	" ..	Jas. McDonald ...	Jas. McRury.....	76	Townsend Street crossing, Sydney.
" 8	10·30	20	" ..	J. Craigie	A. Prowse	73	Half mile East McIntyre's Lake.
" 11	11·02	47	Mixed.....	G. Soucy.....	E. Parsons.....	407	St. J. P. Joli .....
" 14	18·35	94	Pass. (DAR)	A. Simmonds.....	T. Stockall..... .	32	Ferry crossing, Richmond.
" 14	11·00	34	Passenger...	J. Berry..	R. Lightbody.....	336	Folleigh.....
" 17	.....	19	" .	A. J. Vance.....	J. Clarke.....	318	Fairview .....
" 25	22·25	17	" ..	J. McDonald.. ...	T. Scott.....	315	New Glassgow.....
" 25	9·35	.....	" ..	B. Ripley.....	W. Smith.... ..	50	Near Windsor Jct..
" 27	14·30	....	Shunter	E. S. Vye	H. Cameron	183	Newcastle wharf...

SESSIONAL PAPER No. 20

RAILWAY.

the year ended March 31, 1912.

Name of person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
Alphonse Moffet and two sisters.	Neither	Runner of sleigh caught in rail at the crossing.	Badly injured.	
Alphonse Malenfant,	"	Box car in which they were stealing a ride left track.	Slightly injured.	
Nap. Malenfant.	"		Badly injured.	
Chas. E. LaBlonde	"		"	
Adélard Tardif	Brakeman	Got foot caught in guard rail and run over by train.	Fatal	Railway at fault.
A. Moore	"	Fell from a moving car.	"	Inquest not necessary.
L. Bruce	Foreman shunter	Fell off foot board of engine.	Slightly injured.	
Absolom Lavoie	Labourer	Struck by a piece of falling scantling.	Fatal	Accidental.
Isaac Gaunce	Neither	Got foot caught between draw-bars.	Foot injured.	
Michel Houton	"	Attempted to get on a moving car.	Foot cut off.	
Auguste Duchêne	"	Struck by train.	Fatal	Accidental.
Adrien Soulière	"	"	Slightly injured.	
J. D. Therrien	Track foreman	Fell between moving cars	Shoulder fractured.	
Amos Biswanger	Brakeman	Attempted to get on engine and missed footing.	Fatal	No inquest.
Wm. Couture	Neither	Struck by train while walking on track.	"	Accidental.
J. A. Davidson	Conductor	Fell from cupola of van	Badly shaken up.	
O. Savary	Brakeman	Fell from cars	Both legs cut off.	
Jas. Hetherington	Neither	Fell from a moving car	Collar bone broken.	
J. Brouillette	"	Struck by train	Fatal	Railway and employees not responsible.
Jos. Dostie	"	Struck by train while walking on track.	Badly injured.	
Jos. Cuthbertson,	Passenger	Steps on which they were	Seriously injured.	
Arthur Legère	"	standing being torn off.	Badly injured.	
Albert Paradis	Neither	Run over by train	Fatal	Accidental.
Mrs. Tucker	Passenger	Fell while getting off moving cars.	Badly injured.	
Harry MacCurrie	Neither	Struck by train while walking on track.	"	
Fixott	Passenger	Fell out of window of car	Bruised about face.	
Geo. Bélanger	"	Attempted to get on moving cars.	Fatal	Accidental.
Herbert Palmer	Neither	Struck by train	Slightly injured.	
Geo. Banfield	Passenger	Jumped from moving train.	"	
Herbert Marshall	"	" "	"	
Alex. Barclay	"	Fell from train while under influence of liquor.	"	
Clara Byers	"	Fell against and broke glass of car door.	Wrist badly cut.	
J. Dempsey	Brakeman	Right foor caught between draw-bars.	Badly crushed.	

INTERCOLONIAL RAILWAY—

STATEMENT of Casualties for

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1911.							
Aug. 3	12·35	303	Passenger...	A. Crookshank ...	P. J. Ivory.....	204	Upper Blackville ..
" 4	14·55	4	" ...	W. H. Williams..	T. Townsend	335	Pt. du Chene Wharf
" 10	.....	.....	Shunter	....	.....	....	Sydney yard. .....
" 10	15·30	....	Special.....	D. J. McDonald..	J. W. Gunning ...	119	Scotsburn .....
" 11	19·45	... ...	Shunter	H. A. Baker.....	J. Gazley.....	201	Truro ....
" 12	6·45	199	Passenger ..	L. E. Proulx.....	Jas. Fohy	343	Mile East of St. Madeline.....
" 19	17·30	.....	Special.....	D. Sweeney.	O. Gilker.....	267	Gloucester Jct. . .
" 23	9·20	75	Freight.....	J. C. Gillespie....	H. McDonald.....	252	Frosty Hollow.....
Sept. 6	18·37	.....	Passenger ..	F. Cote.....	O. Halle.....	379	Pt. Levis yard.....
" 6	....	.....	.....	....	... .	....	One mile west of Riv. du Loup....
" 13	22·45	. ...	Shunter . .	.....	T. McCallum.....	201	Truro yard .....
" 20	16·25	20	Passenger ..	G. C. Keys.....	H. Thompson.....	415	West River.... ...
" 21	18·10	84	" ..	John Coffey	R. Bulmer... . ..	. ..	Moncton Station...
" 21	21·00	.....	.....	....	....	....	Montmagny Bridge.
" 22	20·45	15	Freight.....	W P. Smith.....	R. Simpson.	222	Greenville .....
" 23	9·30	.....	Shunter	....	S. Watson.....	266	Moncton yard .....
" 27	.....	.....	"	....	J. Kelly.....	201	Truro yard .....
Oct. 3	16·25	....	Special.	N. Margeson.....	C. Stockall	26	Moirs' Mills (Bedford) .....
" 9	16·30	....	Ballast train	J. Harvey	D. J. Wood	213	New Mills.....
" 11	15·01	.....	Passenger ..	Geo. Wathem.....	G. Cote	407	St. Pierre.....
" 13	16·00	....	Shunter	....	Jno. Cameron.....	10	North Sydney.....
" 14	13·10	.....	Special.....	E. K. O'Brien	W. H. McKinnon.	263	Riversdale ... .
" 21	24·30	15	Freight.....	H. B. Gordon.....	L. Bradshaw	222	Sackville .....
" 26	7·20	304	Passenger ..	R. Henry.....	J. Cameron. ...	205	Chatham Jct .... .
" 27	22·02	199	" ..	A. Aubin.....	Geo. Lamonthe...	348	Rimouski .....
" 28	.....	.....	Freight....	C. D. Philips....	.....	....	Rockingham.....
" 31	1·30	.....	Special.....	T. F. Melanson...	A. R. Price.	229	Sackville .....
Nov. 4	12·30	... ...	Freight special.	A. R. Gordon.....	H. Cummings	366	Public Crossing east of Trenton ..
" 4	19·30	.....	Shunter	.....	J. S. Mitchell.....	287	Stellarton yard ....
" 9	23·00	15	Freight.....	A. Lockhart.....	L. Bradshaw	267	Springhill Jct. yard.
" 9	19·40	102	Mixed.....	J. McLellan	G. Gallivan.....	293	Scotch Lake.....
" 13	19·40	.....	Shunter	R. Redmond.....	M. Flavin	405	North St., Halifax..
" 13	19·30	150	Passenger ..	R. W. Orchard ...	J. Cameron	322	Milnikik Siding.. .
" 17	1·50	'...	Shunter	. ...	T. Matheson.... .	311	Campbellton yard..
" 16	19·20	15	Freight.....	H. B. Gordon.....	L. Bradshaw	336	Londonderry.... ..

SESSIONAL PAPER No. 20

Continued.

the Year ended March 31, 1912.

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
Wm. Mills	Passenger	Steps of car on which he was standing, torn off	Head injured	
Wm. McPherson	"	Struck by engine	Foot cut off	
——— Bouche	Brakeman	While coupling cars	Hand smashed	
Wm. Leithead	"	While hanging on side of car, struck by a projection from station	Badly injured	
A. H. McKenzie	Foreman shunter	Attempted to get on moving cars	Ruptured	
Philias Lussier	Neither	Struck by train while crossing tracks	Slightly injured	
M. Arseneau	Brakeman	Slipped and fell while unloading freight	Leg injured	
——— Casey	Neither	Attempting to get on cars, fell under wheels	Foot cut off	
P. Gaudreault	"	Struck by train while walking on track	Badly injured	
Paul Rousseau	"	Found dead on track	Fatal	Accidental.
A. Purcell	Brakeman	Struck by switch target	Slightly injured	
Jos. Terris	Neither	Falling from moving train	Injured about head	
John Mash	Passenger	Fell from train	Badly injured	
Jules Asselin	Neither	Found on track dead	Fatal	No blame attached to railway.
Lionel Rushton	Passenger	Fell from train while under influence of liquor	"	Accidental.
Mrs. McIntyre	Neither	Struck by engine while crossing tracks	Slightly injured	
Susan Langille	"	Struck by engine while walking on track	"	
Walter Oaks	Sectionman	Struck by train while removing trolley from track	Fatal	Train crew exonerated from blame
M. J. Barthe	Brakeman	Fell from train	Right leg cut off	
A. Vezina	Passenger	Foot caught between cars	Badly bruised	
Matthew Hare	Neither	Fell under wheels of car while under influence of liquor	Foot crushed	
D. E. Johnson	Brakeman	Fell from train	Arm badly crushed	
Chas. McDonald	Neither	Struck by train	Foot "	
Herbert Malone	Brakeman	Got caught between cars	Fatal	No inquest.
Antoine Rioux	Passenger	Fell from train	Right arm badly injured	
C. D. Philips	Conductor	Lever of semaphore struck him in face	Face badly bruised	
Frank Melanson	Brakeman (not on duty)	Collision	Fatal	Train crew at fault.
Grant Murray	Neither	Struck by train while crossing track	"	Railway and employees exonerated.
Jos. McGillivray	"	" " "	Leg broken	
Jas. P. McKay	Yardman	On attempting to get on engine missed footing	Slightly injured	
Abel Comeau	Neither	Trying to board moving train.	Foot badly jammed	
Andrew McKinnon	"	Supposed to have been struck by train	Fatal	Accidental.
Frank Bell	Shunter	Fell off box car	Hip injured	
Geo. V. Randolph	Passenger	Fell from train	Slightly injured	
J. Bourque	Yardman	Fell under wheels of car	Right arm cut off	
Mrs. Buchanan	Neither	Trying to catch train, stepped through culvert	Leg broken	

INTERCOLONIAL RAILWAY—

STATEMENT of Casualties for

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1911							
Nov. 18	22.00		Shunter	R. G. Duff	C. Cool	370	West of Charlo
Dec. 3							Amherst
" 14	16.40		Special	A. Gauvreau	H. Gingras	165	Nicolet
" 19	6.57	78	Passenger	A. Calder	J. Campbell	161	East River Bridge (New Glasgow).
" 19	16.30		Shunter		A. McGrath	288	Richmond yard
" 20	20.30	26	Passenger	J. A. Hughes	Geo. Kantley	335	Onslow
" 21		17	"				Halifax Depot
" 25							East of George's River Bridge.
" 27		34	Passenger				Campbellton
1912.							
Jan. 4	24.15	66	"	D. A. MacFarlane	H. Patriquin	172	Pictou
" 4	12.30		Special	W. J. Ellis	T. Hennessey	277	Fairview
" 9	12.40		Wing plow special.	J. F. Doyle	G. M. Wilson	306	Campbellton
" 11	14.10	25	Passenger	Jas. Daley	T. McBeath	333	Humphreys Crossing.
" 13	19.00		Special	R. Jefferson	J. E. Stronach	615	Springhill Junction yard.
" 13	14.45		Freight	W. Lacombe	A. Roulean	60	Public Crossing West of St. Romuald.
"	17.00		Shunter		A. Cook		Moncton yard
" 16	18.00		Light eng		A. McGrath T. Stockall.	1081 821	Willow Park (Halifax).
" 23	17.30		Plow Special	R. Begin	W. J. Atkinson	87	Chaudière Curve
" 23	11.00		"	H. Murray	H. Phinney	1045	Truro yard
Feb. 3	16.10		Shunter	M. Wilson	R. C. Colpitts	23	Calhouns Mills
" 10	17.00		"		N. Henry		Campbellton
" 12	19.00		"		J. Daine	815	North Street (Halifax).
" 14	17.10	33	Passenger	J. A. Bouchard	R. McNeil	432	East of Public Crossing, St. Hyacinthe
" 17	9.15		Shunter		A. Dunbar	820	Pirate Harbour
" 19	11.40	148	Mixed	S. Dussault	J. Bruce	141	Carmel
" 23	19.00						Truro
" 24	9.00		Shunter		T. Henry	812	Campbellton
" 28	16.40		"		J. McDermott F. Welling	1124 806	Moncton yard "
" 29	16.20		Special	W. Paradis	J. Bruce	87	Drummondville
Mar. 6			Shunter	R. G. Duff	F. Cain	119	Jacquet River
" 9	12.54	34	Passenger	H. B. Brand	O. Bourgeois	412	Maccan
" 12	9.00		Shunter		W. F. Smallwood	811	Moncton yard
" 16	14.15		Mail Special	J. W. A. Pilon	E. Roy G. Begin	619 443	Near Yamaska Bridge
" 19	22.30		Shunter		J. Matheson	812	Campbellton
" 19	19.37	134	Passenger	J. B. Crockett	G. B. Storey	605	Norton
" 21	9.00		Freight	E. A. Smith	W. Megarity	17	Petitcodiac
" 25	9.30				Fred Wright (Hostler).	607	St. John yard

SESSIONAL PAPER No. 20

Continued.

the Year ended March 31, 1912.

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
W. Payne	Brakeman	Fell from tender of engine	Arm broken	
Wm. Bugley	Neither	Supposed to have been struck by train.	Fatal	No blame to railway or employees.
G. A. Bonneau	Brakeman	Jumped from moving train	Slightly injured	
Daniel McIntyre	Neither	Found on track dead	Fatal	"
John Hibbitts	Shunter	Fell from cars	Slightly injured	
Richard MacLeod	Dining Car Cook	Fell from train	Fatal	"
Peter Avery	Neither	"	Badly injured	
Edward Fortune	"	Found on track dead	Fatal	"
Robert Butler	Car repairer	While uncoupling cars	Left hand badly smashed.	
A. McLellan	Neither	Fell between freight shed platform and engine	Slightly injured	
John Shea	"	Found under train dead	Fatal	No inquest.
S. Turner	Trackman	Caught between plow and wing.	Shoulder and collar bones broken.	
T. Hebert	Neither	Struck by train while crossing tracks.	Fatal	Railway negligent.
Percy LeBlanc	Brakeman	Hand caught between draw bars.	Hand smashed	
A. Brilliant	Neither	Struck by train while crossing track.	Seriously injured	
S. C. Tuttle	Yardman	Knocked from a car by coming in contact with a post too close to track.	Fatal	Railway authorities at fault.
L. Mullins	"	Collision	"	No inquest.
Arthur Lilly	Neither		"	
J. Robichaud	"		Leg cut off	
J. Brochu	"	Struck by train while walking on track.	Badly injured	
Murray Hanes	Brakeman	Caught between draw bars	"	
Herman Rafuse	"	Foot caught between steps of engine and platform.	Foot jammed	
Dennis Sweeney	Conductor	Thrown against door of van	Collar bone broken	
R. H. McEachan	Shunter	Got caught between cars	Head jammed	
Albert Lefebvre	Neither	Struck by train while walking on track.	Fatal	Accidental.
C. G. Ryan	Yardman	While coupling cars	Thumb crushed	
Wm. Lemieux	Brakeman	Fell from car	Foot injured	
J. J. Fielding	Lamplighter	Blown off semaphore	Slightly injured	
J. E. Litalien	Yardman	While coupling cars	Right hand crushed	
S. A. Steeves	Brakeman	Engines collided	Slightly injured	
Wm. Hoey	Fireman		"	
S. Malouin	Car foreman	Car fell on him	Fatal	Accidental.
Paul Allard	Brakeman	Jumped from moving train	Slightly injured	
Charles Porter	Passenger	Attempted to get on moving train.	Left arm cut off	
G. W. Crossman	Brakeman	Foot caught between draw bars	Badly smashed	
E. Roy	Driver	Engines left rail	Badly injured	
J. A. Talbot	Fireman		"	
W. R. Gilker	Yardman	Got caught between	Slightly injured	
Miss Campbell	Passenger	Fell on alighting from train	Bone in leg broken	
Earl Wright	Neither	Struck by train while crossing track.	Badly injured	
Thos. Jones	"	" "	Slightly injured	
Fred Arnold	"	Fell under wheels of engine	Fatal	No inquest.

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE,

MONCTON, N.B., May 27, 1912.

To Canadian Government Railways Managing Board,
Moncton, N.B.

GENTLEMEN,—I beg leave to submit the following annual report for the maintenance of the Windsor Branch railway for the year ending March 31, 1912.

TRACK.

During the year 11,569 feet of 56-lb. and 58-lb. rails were taken out of track and the same quantity of 67-lb. relaid.

TIES.

During the year 10,809 ordinary ties and 10 sets of switch ties were renewed.

SEMAPHORES AND SWITCHES.

Necessary repairs were made to all switches and all semaphores along the line.

FENCES.

Necessary repairs were made to existing fences on the branch.

WHARVES AND TRESTLES.

Necessary repairs were made to all wharves and trestles on line.

BRIDGES AND TRESTLES.

During the year the following bridges and culverts were repaired on the branch:—

Big Brook, bridge; Jordan, bridge; St. Croix, bridge; Stillwater, culvert.

BUILDINGS AND PLATFORMS.

During the year the following buildings and platforms were repaired on line:—

Beaver Bank, platform; Ellershouse, station; Mount Uniacke, platform; New Port, station; Windsor, engine house, station and platform.

Necessary repairs were made to hand-cars, trollies; and the track on the Windsor Branch, with the bridges and structures, has been kept in good repair during the year.

Yours truly,
T. C. BURPEE.

No. 1.—WINDSOR BRANCH RAILWAY.

REVENUE Account. Year ended March 31, 1912.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures	33,854 05	Passengers earnings	16,573 00
Balance	39,322 55	Freight earnings	55,451 76
		Mail earnings	1,151 84
	73,176 60		73,176 60

E. and O. E.
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 2.—WINDSOR BRANCH RAILWAY.

MAINTENANCE of Way and Structures. Year ended March 31, 1912.

—	$ cts.
Superintendence	3,548 19
Ballast	10 00
Ties	2,299 79
Rails	1,999 27
Other track material	1,372 01
Roadway and track	10,938 57
Removal of snow, sand and ice	808 89
Bridges, trestles and culverts	10,008 66
Grade crossings, fences, cattle guards and signs	919 22
Signals and interlocking plants	17 70
Buildings, fixtures and grounds	1,376 46
Docks and wharves	169 90
Railway tools and supplies	225 30
Stationery and printing	22 66
Other expenses	137 43
	33,854 05

E. and O. E.
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 3.—WINDSOR BRANCH RAILWAY.

GENERAL Balance. Year ended March 31, 1912.

DR.	$ cts.	CR.	$ cts.
To stores department	113,293 11	By Dominion account	13,293 11

E. and O. E.
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 4.—WINDSOR BRANCH RAILWAY.

Statement of Monthly Receipts—One-Third Earnings.

Months.	Passenger Earnings.	Freight Earnings.	Mail Earnings.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.
1911—				
April	954 97	2,426 73	95 68	3,477 38
May	996 75	2,254 66	95 68	3,347 09
June	1,323 84	2,158 91	95 68	3,578 43
July	1,772 87	1,987 88	96 90	3,857 65
August	2,445 97	2,700 95	96 91	5,243 83
September	2,495 63	7,781 92	96 91	10,374 46
October	1,478 82	9,109 73	95 68	10,684 23
November	1,392 92	7,663 11	95 68	9,151 71
December	1,353 94	5,793 51	95 68	7,243 13
1912—				
January	762 57	4,989 10	95 68	5,847 35
February	744 29	5,018 99	95 68	5,858 96
March	850 43	3,566 27	95 68	4,512 38
	16,573 00	55,451 76	1,151 84	73,176 60

E. and O. E.
Moncton, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE CHIEF ENGINEER,
MONCTON, N.B., June 14, 1912.

DEAR SIR,—I have the honour to submit the following report on capital account expenditure for the fiscal year ending March 31, 1912.

BRANCH LINE HARMONY TO ELMIRA.

The contractors completed their work in connection with this branch line, excepting about 5 miles of tracklaying and some minor culverts. These will be completed in 1912-13.

The ballasting of the line is being done by the railway, and about 3½ miles completed.

A passenger station was erected at Elmira.

TO INCREASE ACCOMMODATION AT SUMMERSIDE.

The railway wharf was widened 10 feet and a freight shed erected on the old wharf.

A hinged lifting gangway was built in the wharf to facilitate the handling of freight to and from the steamers.

BRANCH LINE O'LEARY TO WEST POINT.

A location survey was made, plans, specifications and estimates prepared for this branch line 13·2 miles. Tenders were asked and contract awarded and afterwards cancelled. Expropriation plans for the right-of-way were deposited of record in the registrar's office for the county.

BRANCH LINE FROM KENSINGTON TO STANLEY BRIDGE VIA LONG RIVER AND CLIFTON.

Location survey plans, specifications and estimates were prepared for this branch line. Part of the line from Clifton bridge to Stanley bridge, 3·84 miles, was advertised for tender. Expropriation plans for the right-of-way were deposited of record in the registrar's office for the county.

EXTENSION TO FREIGHT SHED ON WHARF AT SOURIS.

This appropriation was to cover the cost of work done in the previous year.

ADDITION TO STATION AT TIGNISH.

The old baggage-room was converted into a men's waiting-room. The old waiting-room converted into an office for the agent and ticket office, and the old ticket office made into a ladies' waiting-room.

A new bagage-room was built.

ROLLING STOCK.

Fifteen 30-ton Hart-Otis convertible cars for handling coal and one oil tank car were constructed in the railway shops at Charlottetown.

I have the honour to be, sir,
Your obedient servant,

WM. B. MACKENZIE,
Chief Engineer.

D. POTTINGER, Esq., I.S.O.,
Asst. Chairman, G.R.M. Board,
Moncton, N.B.

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,

CHARLOTTETOWN, P.E.I., May 11, 1912.

SIR,—I have the honour to submit the following report of the working of the Prince Edward Island railway, for the fiscal year ended March 31, 1912.

I also enclose the report of the mechanical superintendent, and the following statements prepared by the accountant and auditor, and the mechanical accountant and storekeeper:—

No. 1. Capital.
2. Revenue.
3. Maintenance of way and structures.
4. Maintenance of equipment.
5. Traffic expenses.
6. Transportation expenses.
7. General expenses.
8. General stores.
9. General balance.
10. Statement of averages.
Statement of receipts.
Passenger statement.
Freight statement.
Descriptive statement of freight transported.

A. Statement showing the number of locomotives and the various classes of cars.
B. Statement showing the mileage made, and the coal, oil and waste consumed by locomotives.

The mileage of the railway in operation during the year was the same as last year, 267·5 miles.

CAPITAL ACCOUNT.

The expenditure to March 31, 1911, was $8,559,685.47.
The additions during the year were as follows:—

Branch line, Harmony to Elmira	$89,413 36	
Rolling stock	19,823 11	
Extension to freight shed on wharf at Souris	1,812 93	
Increased accommodation, Summerside	9,217 00	
Addition to station at Tignish	990 24	
Branch line, O'Leary to West Point	2,676 74	
Branch line, Kensington to Stanley	3,508 53	
Original construction	600 00	
		128,041 91
Making the total on March 31, 1912		$8,687,727 38

Rolling stock.—Fifteen 30-ton Hart-Otis convertible cars for handling coal and one oil tank car were constructed in the railway works at Charlottetown.

Extension to freight shed on wharf at Souris.—This work was done last year, and an amount sufficient to meet the cost of it was voted this year.

Increased accommodation, Summerside.—An extension was built to the railway wharf, which was done by contract. The Chief Engineer will be able to explain more fully in regard to this work. An addition was also built to freight shed on the wharf.

Addition to station at Tignish.—This consists of a baggage-room and a ladies' waiting-room.

Original construction.—This amount was voted for the purpose of paying for a portion of the railway right-of-way within the city of Charlottetown, owned by the late Lady Wood, which was not previously settled for.

All other expenditures on capital account for the current year will be more fully explained by the Chief Engineer in his report.

REVENUE ACCOUNT.

The revenue, which has shown a steady increase for some years, was the largest in the history of the road, thus indicating continued general prosperity throughout the province.

The gross earnings and working expenses for the year compare as follows:—

Gross earnings	$ 367,203 39
Working expenses	449,962 91
Difference	$ 82,759 52

The gross earnings compare with the previous year as follows:—

In 1910-11	$ 337,419 55
1911-12	367,203 39
Increase	$ 29,783 84

The earnings from passenger traffic compare as follows:—

In 1910-11	$ 142,563 41
1911-12	153,284 42
Increase	$ 10,781 01

The earnings from freight traffic compare as follows:—

In 1910-11	$ 158,841 61
1911-12	176,861 68
Increase	$ 18,020 07

The earnings from mails and sundries compare as follows:—

In 1910-11	$ 36,074 53
1911-12	37,057 29
Increase	$ 982 76

The number of passengers carried compare as follows:—

	Number.
In 1910-11	356,761
1911-12	388,076
Increase	31,315

The weight of freight carried compares as follows:—

	Tons.
In 1910-11	108,263
1911-12	120,218
Increase	11,955

WORKING EXPENSES.

The working expenses compare with the previous year as follows:—

In 1910-11	$ 424,104 00
1911-12	449,962 91
Increase	$ 25,858 91

The averages compare with the previous year as follows:—

Per Mile run by Locomotives.

	Cents.
In 1910-11	93·81
1911-12	103·84

Per Mile run by Trains.

	Cents.
In 1910-11	127·86
1911-12	127·43

Expenditure per Mile of Railway.

In 1910-11	$ 1,588 40
1911-12	1,685 25

TRACK.

38,100 railway ties in main line track, 907 ties in sidings, 40 sets switch ties, and 32 head-blocks and frames were renewed.

1,200 feet 50-lb. steel rails were laid in yard at Tignish to replace iron rails.

Fifty-six pound steel rails were laid in the following places:—90 feet and a new frog in main line at Kensingson to replace rails in bad order; 360 feet and three new frogs in main line at Charlottetown to replace 50-lb. rails and worn out frogs; 60 feet and a new frog in main line at St. Teresa to replace worn rails; 500 feet in main line on Vernon Branch to replace mixed rails; 24 feet in main line at Wood Island to replace worn rails; and 100 feet on main line at Murray Harbour to replace bad rails.

12 hand-cars were rebuilt, and 12 track levels and lifting boards made.

SIDINGS.

At Alberton 400 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Wellington 288 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Summerside 532 feet of 50-lb. steel rails were laid on siding to replace iron rails, and a new siding, 893 feet in length, was laid with 50-lb. rails, new switch gear, and a frog, on Holman's wharf.

At Cape Traverse 380 feet of new siding, of 50-lb. steel rails, a new frog, and switch gear, was put in at Silliker's Crossing, near Cape Traverse.

At New Zealand 528 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At St. Charles 240 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Five Houses 364 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At lot 40, Starch Factory, 600 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Douglas 332 feet of 50-lb. steel rails were laid on siding to replace iron rails.

FENCING.

42,023 feet new Page wire fence was erected on cedar posts. 3,180 feet permanent snow-fence, and 101 panels portable snow-fence were built. A large quantity of temporary snow-fence was erected with brush and other material.

All fences were repaired where necessary.

BALLASTING.

1,244 cars ballast, containing 11,196 cubic yards, were used on track, making 10 1/10 miles track ballasted.

265 cars of cinders, containing 1,935 cubic yards, were used, making 2 1/2 miles track ballasted.

BRIDGES.

At Charlottetown the Hillsborough bridge had all its piers repaired and pointed, and a new hardwood covering 4-inch plank was put down between the rails.

At Cardigan a new covering of 20 hard pine ties was placed on Scrimegor's bridge.

At St. Peter's and Midgell the stone-work of bridges was repaired and pointed.

At Pine Brook the stone-work of bridge was repaired and pointed, and iron-work scraped and painted.

At Naufrage, O'Leary, Kelvin, Freetown, Bradalbane, Hunter River, Loyalist, and Milton the iron-work of bridges was scraped and painted.

At Ellerslie 4 hard pine ties were put on covering of bridge.

At Northam 24 hard pine ties were placed on covering of bridge.

At Emerald two bridges had their iron-work scraped and painted.

CULVERTS.

At Freetown a new concrete pipe culvert, 28 feet long, 18 inches in diameter, was put in to replace a wooden one.

At Charlottetown 3 new iron pipe culverts and three new wooden culverts were put in to replace old culverts worn out.

At St. Peter's a new iron pipe culvert was put in.

At Suffolk a new concrete pipe culvert, 16 feet long, 18 inches in diameter, was put in, replacing a wooden culvert.

27 wooden culverts were rebuilt with hemlock and other timber.

All stone culverts received repairs where necessary.

33 cattle-guards were rebuilt with hemlock timber, hard pine stringers, and hemlock mud sills.

WHARVES AND BREASTWORKS.

At Summerside the wharf was repaired and a new covering placed on it. Breastwork was repaired.

At Georgetown the wharf received new stringers and was repaired where necessary.

At Souris new fenders were placed on wharf, and the wharf was repaired.

BUILDINGS AND PLATFORMS.

Tignish.—Station and dwelling were painted outside. Engine-house, freight-house, and section tool-house were repaired.

Alberton.—Section tool-house, and doors and locks of station were repaired.

Elmsdale.—Doors and windows of station were repaired.

Piusville.—Doors and windows of station were repaired.

Bloomfield.—Repairs were made to station doors and windows and roof of station. Flue in agent's dwelling was repaired.

Howlan.—A new station, containing freight-room and waiting-room, was built. This building is 16 feet x 26 feet.

O'Leary.—Station platform and roof of office were repaired.

Coleman.—Doors and windows of station were repaired.

Portage.—Freight-house doors were repaired.

Port Hill.—A new station platform was built. Agent's dwelling, and station doors and windows were repaired.

Richmond.—A new station platform was provided.

Miscouche.—Doors and windows of station, and station platform were repaired.

Summerside.—Part of the coal shed on the wharf was rebuilt, and light repairs made to all buildings. A new ice-house was built, and repairs made to track scales.

Kensington.—Station doors and windows were repaired.

Traveller's Rest.—A new station, 11 x 25 feet, was built.

New Annan.—A new station, 11 x 25 feet, was built.

Emerald.—Doors and windows of station were repaired, also flue in Agent's house.

Bradalbane.—Station doors and windows and roof of freight-house were repaired. New storm doors were placed on Agent's dwelling. Station and dwelling were painted outside two coats of paint.

Fredericton.—A new stock-pen was built.

Freetown.—Agent's dwelling, station platform and station-house were repaired.

North Wiltshire.—A new stock-pen was built. Station and station platform received light repairs.

Royalty Junction.—A new Agent's dwelling was built, which was painted both inside and outside with one coat of paint.

Charlottetown.—New store building was sheathed inside, and the interior otherwise completed, and the interior and exterior of new work was painted. Roof of freight-shed on wharf and roof of Power-house were repaired, and light repairs made to all other buildings at Charlottetown.

Souris.—Engine-house received general repairs, as the roof of this building was carried away twice by storms. Windows and doors of station and dwelling were repaired. A new stock-pen was erected on the wharf, and a new covering on track scales.

Bear River.—Station-house and Agent's dwelling were repaired.

Harmony.—Doors and windows and locks of station were repaired.

St. Peter's.—The stock-pen was rebuilt.

Marie.—A new station platform, 80 feet long, was provided.

St. Andrew's.—Station was repaired.

Mt. Stewart.—A new station with baggage-room, freight-sheds, and Agent's dwelling combined was built to replace the old station, which was destroyed by fire. This building was completed by our track carpenters. It was painted two coats of paint outside, and oil finished and varnished inside. New Fairbanks scales were placed in freight-room.

Scotchfort.—A new station, 16 x 26 feet, was built, containing waiting-room and freight-room, to replace station destroyed by fire.

Tracadie.—Station doors and windows were repaired.

Bedford.—A new station platform, 90 feet long, was laid.

York.—A new storm door was placed on the waiting-room, and necessary repairs made to doors and windows of station.

Peake's.—A new cattle-loader was erected. Station was repaired.

Cardigan.—The office and waiting-room were sheathed, and new hardwood floors laid in each. Two new doors for waiting-room and office, a new telegraph table for office, and a new counter across the office were provided. The old flue was taken down and rebuilt.

Georgetown.—Station platform was repaired.

Montague.—A new station platform, 150 feet long, was built. Windows and doors, and locks of station were repaired. Water tank was set up.

All other buildings along the line of railway were repaired where necessary.

Several sign-boards were renewed at stations along the line, and a large number of crossing sign-boards repainted.

STORES.

The value of stores purchased was	$121,811 65
The value of stores used was	132,621 92
The value of material sold was	3,902 88
The value of stores on hand at the end of the year was:—	
Miscellaneous	$ 34,925 53
Fuel	14,215 40
Roadway and bridge material	14,407 63
	$63,548 56

GENERAL.

The rolling stock, roadbed and buildings have all received careful attention, and are in a state of efficiency.

I enclose a return of casualties which occurred during the year.

I have the honour to be, sir.
Your obedient servant,

H. McEWEN.
Superintendent.

D. Pottinger, Esq., I.S.O.,
Assistant Chairman, Government Railways Managing Board.
Moncton, N.B.

PRINCE EDWARD ISLAND RAILWAY.

Office of the Mechanical Superintendent,

Charlottetown, P.E.I., April 11, 1912.

G. A. Sharp, Esq.,
Superintendent, P.E.I. Ry.

Sir,—I beg to submit for your information the following statement of the operation of the Mechanical Department for the year ended March 31, 1912.

The following is a summary of the principal work performed:—

LOCOMOTIVES.

Twelve locomotives received thorough repairs. Eight locomotives received side and main rod brasses. All the motion and running gear thoroughly examined, staybolts in boilers thoroughly examined, and six hundred and forty new staybolts put in boilers.

Twelve locomotives received specific repairs.

Eight locomotives received new pistons and twelve, piston rods. Four tender tanks and four tender frames were largely rebuilt. Eight fireboxes were patched. Eight crossheads were made and seventeen were tinned and planed.

The following new parts were supplied:—

Sixteen truck boxes, eleven driving boxes, seventeen pops, three whistles, twenty-four pop valves, twenty-four valve stems, twenty-three slide valves, three hundred and thirty-six sets metallic packing, fourteen cylinder cocks, six blow-off cocks, thirty-six punches, nine smoke stacks, four tube expanders, one hundred truck straps, four truck bolsters, thirty-four brass valve spindles, eight valve yokes, sixteen check valves, eleven bell ringers, four crank pins, nine taps, thirteen injector spindles, three steam pipes, two throttle glands, two driving axles and one bracket.

One hoisting engine fitted out and thirteen injectors repaired.

One hundred and ninety-two engine oil boxes, fourteen piston rod oil cups, four slush boxes, eight slide blocks, fifty brake levers, sixty brake jaws, two hundred and seventy-five brake pins and one hundred and fifty brake bolts were bored and fitted out. Thirty-eight sets driving wheels, twenty-eight sets engine truck wheels, one hundred and nine sets steel wheels, and eighty-three new axles were turned off. One hundred and twenty-four sets wheels were pressed on axles. Three hundred and twenty-five new tubes and one thousand, six hundred and ninety-eight tubes were welded and put in boilers. Sixty-seven thousand, six hundred and seventy-four pounds of iron and four thousand, six hundred and one pounds of steel were forged; four thousand, seven hundred and eighty-six pounds of nuts were tapped, and a great deal of running repairs too numerous to mention.

CAR DEPARTMENT.

Fifteen Hart-Otis convertible dump carts were built and charged to capital. Four flat cars and four engine cabs were rebuilt and charged to renewals.

The following received heavy repairs:—

Twenty-one first-class cars, fourteen second-class cars, nineteen postal and baggage cars, ninety-four box cars, forty-one flat cars, four stock cars, two flangers, one van, and one painters' car.

The following received light repairs:—

Fifty-one first-class cars, twenty-five second-class cars, fifty-one box cars, sixty-nine flat cars, twenty-four postal and baggage cars, one van, eight snow ploughs, and four flangers.

Two cars were resheathed and one postal and baggage car was changed to a second-class car.

Eighty-three oil boxes, ninety-three sashes, eleven brake beams, four hundred and seventy-five car castings, one hundred and forty car frictions, twenty-eight sets car housings, one hundred brake hanger hooks, eleven buffers, sixty links, twenty doors, and eight sets of passengers car trucks were made. Eighty-three sets wheels and fourteen new roofs were put on cars.

BRASS FOUNDRY.

Output.—13,874 pounds of brass castings.

COPPER SHOP.

Eighteen headlights, two headlight cases, five copper pipes, four elevator and feed pipes, fourteen discharge pipes, six injector pipes, six oil pipes, twenty station lamps, thirteen trainmen's lamps, four passenger car lamps, seventeen switch lamps, six lamps for road department, eight engine lamps, three semaphore lamps, eleven water glass shields, forty-eight engine oil cans, forty-nine station oil cans, and sixteen water cans were repaired.

Eighty-eight engine truck funnels, four sand pipes, twenty-four wire joints for steam chests, four hand rails, fourteen water glass shields, nine smoke stacks, one sprinkler, one galvanized iron tank for boiler shop, thirty-two overflow pipes, and two snow excluders were made.

Lead lined forty car bearings.

Seven driving boxes, twenty sets truck boxes, twenty-five crossheads, and six truck boxes were babbitted.

Four crossheads, seven sets rod brasses and one ice-box were tinned.

Nine copper pipes softened and examined.

Repaired lagging on three boilers, and piped from injector to ashpan in three engines.

PAINT SHOP.

Nine locomotives were painted and varnished.

Fifteen Hart-Otis dump cars were painted. Six first-class cars were painted, eight cleaned, and twelve varnished: three postal and baggage cars were painted, eight cleaned, and eight varnished; two second-class cars were painted, five cleaned, and five varnished; one hundred and thirty-nine box cars were painted, and one hundred and thirty-six box car roofs were painted; forty-eight flat cars, three snow-ploughs, fifteen hand-cars, seven water coolers, three sets sashes, fourteen track levels, fifty-three water cans, fifteen tender houses, four seats, and thirty sashes were painted. Six sets outside sashes varnished, five desks filled and varnished, fourteen track levels lettered. Iron work under roof of Charlottetown station scraped and painted. Ticket office, and waiting-room, Cardigan station, painted.

Fifty-one sashes glazed, twenty-eight sign boards lettered; four lounges, three rooms, and four tool boxes stained and varnished. Thirty-eight box cars relettered and three hundred and ten panes of glass put in buildings.

ROAD AND TRAFFIC DEPARTMENT.

Forty loading platforms, one coal hoist platform, two freight trucks, four hand-cars, three cattle loaders, six sheep loaders, one baggage truck, six coal boxes, four tool boxes, two storage boxes, one semaphore box, twelve sign boards, two bill boards, three grindstone stands, twelve track levels, ten switch targets, two ladders, four hundred stakes, eight doors, six seats, four desks and one desk top, thirty-four claw bars, eighty chisels, two hundred and fifty rail braces, one hundred and sixty-five picks, six wrenches, ten posthole diggers, seventy-five plough links, fifty-six switch links, fourteen switch headers, six switch cranks, twenty-four frogs, sixty-nine pairs fish plates, twelve gate hinges, one blind switch grade, and three tables for train service were made.

Six hand-cars were rebuilt. Three hand-trucks, fifteen freight-trucks, two baggage-trucks, two hand-cars, four cash boxes, six coal boxes, four tanks, one turntable, seven trollies, and three doors were repaired.

Two tank boilers received new tubes, stay bolts and fireboxes. All tank boilers repaired.

Boiler of steam shovel patched, two new locking jacks and the machinery thoroughly repaired.

New crane for Charlottetown boiler shop and three ventilators put in Charlottetown coal shed.

I am pleased to say our rolling stock has been kept in a high state of efficiency.

I have the honour to be, sir,
Your obedient servant.

W. S. POOLE,
Mechanical Superintendent.

STATEMENT showing the number of locomotives and the various classes of cars and other Rolling Stock, on March 31, 1912.

—	Locomotives.	Classification of Cars.																Snow ploughs.	Flangers.	Total.	Steam shovel.
		1st class.	2nd class.	Combined 2nd and baggage.	Postal and smoking.	Combined postal and baggage.	Baggage.	Pay car.	Vans.	Box-freight.	Refrigerator cars.	Stock.	Oil tank car.	Hart-Otis convertible cars.	Coal.	Platform.	Total.				
On hand, serviceable, March 31, 1911	31	23	9	5	4	3	4	1	3	310	3	21	....	....	22	138	546	9	9	18	1
Condemned, April 1, 1911	....	....	3	2	....	1	2	....	1	3	....	....	....	....	....	9	21	1	....	1	....
Total equipment, April 1, 1911	31	23	12	7	4	4	6	1	4	313	3	21	....	....	22	147	567	10	9	19	1
Built during the year and charged to Capital	....	....	....	....	....	....	....	....	....	....	....	....	1	15	....	....	16	....	....	....	....
Transferred as follows:—																					
From Combined Postal and Baggage to 2nd Class	....	..	1	....	....	1	..	....	....	....	....	....	....	....	....	....	....	....	....	....	....
From Pay Car to 2nd Class	....	....	1	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....
From Coal to Stock	....	....	....	....	....	....	....	....	....	....	....	7	....	....	7	....	....	....	....	....	....
From Coal to Box	....	....	....	....	....	..	....	....	....	....	....	....	....	....	3	3	....	....	....	....	....
Total	31	23	14	7	4	3	6	0	4	313	3	28	1	15	12	150	583	10	9	19	1
Condemned, April 1, 1911	....	....	3	2	....	1	2	....	1	3	....	....	....	..	....	9	21	1	....	1	....
Condemned during the year	9	4	1	....	....	....	....	....	....	4	....	....	....	....	....	....	9	....	....	....	....
Total condemned	9	4	4	2	....	1	2	....	1	7	....	....	....	....	....	9	30	1	....	1	....
Less rebuilt during the year	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	4	4	....	....	....	....
To be rebuilt or purchased	9	4	4	2	....	1	2	....	1	7	....	....	....	....	....	5	26	1	....	1	....
Add serviceable and repairing	22	19	10	5	4	2	4	....	3	306	3	28	1	15	12	145	557	9	9	18	1
Total equipment, March 31, 1912	31	23	14	7	4	3	6	....	4	313	3	28	1	15	12	150	583	10	9	19	1

S. F. HODGSON,
Mechanical Accountant.

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of Mileage and Coal, Oil and Waste consumed by Locomotives for the year ended March 31, 1912.

—	Locomotive Mileage.	Consumption.				Average Consumption per 100 Miles.			
		Tons of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.	Pounds of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.
1911.									
April	27,708	743	320	672	561	6,007	1·15	2·42	2·02
May	35,750	1,042	416	908	733	6,529	1·16	2·54	2·05
June	35,742	954	424	996	674	5,979	1·18	2·78	1·88
July	40,772	1,045	520	1,252	879	5,741	1·27	3·07	2·15
August	42,779	1,056	624	1,248	808	5,529	1·46	2·91	1·89
September	44,248	1,138	596	1,248	743	5,761	1·34	2·82	1·67
October	41,272	1,224	604	1,282	656	6,643	1·46	3·10	1·58
November	40,743	1,192	656	1,228	647	6,553	1·61	3·01	1·58
December	37,006	1,102	400	916	676	6,670	1·08	2·47	1·82
1912.									
January	34,222	1,034	512	1,048	676	6,768	1·49	3·06	1·97
February	34,049	1,070	600	1,048	653	7,039	1·76	3·07	1·91
March	36,220	1,156	516	1,072	563	7,149	1·42	2·96	1·55
Totals	450,511	12,756	6,188	12,918	8,269	6,342	1·37	2·86	1·83

S. F. HODGSON,
Mechanical Accountant.

No. 1.—PRINCE EDWARD ISLAND RAILWAY.

Capital Account—Twelve Months ended March 31, 1912.

1911.	Dr.		$ cts.	1911.	Cr.	$ cts.
Mar. 31..	To cost of P. E. I. Railway to date		8,559,685 47	Mar. 31..	By Dominion of Canada	8,559,685 47
1912.				1912.		
Mar. 31..	To Branch Line, Harmony to Elmira	$ 89,413 36		Mar. 31..	By Dominion of Canada	128,041 91
	Rolling Stock	19,823 11				
	Inc. Accommodation, Summerside	9,217 00				
	Branch Line, Kensington to Stanley	3,508 53				
	O'Leary to West Point	2,676 74				
	Extension to Freight Shed on Wharf at Souris	1,812 93				
	Addition to Station at Tignish	990 24				
	Original Construction	600 00				
			128,041 91			
			8,687,727 38			8,687,727 38

E. & O. E.

W. T. HUGGAN,
Accountant and Auditor.

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

Revenue Account—12 Months ended March 31, 1912.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures	115,416 03	Passenger	153,284 42
Maintenance of equipment	88,598 64	Freight	176,861 68
Traffic expenses	1,107 33	Mails and express	26,471 40
Transportation expenses	229,647 01	Miscellaneous	10,585 89
General expenses	15,193 90		
			367,203 39
		Balance	82,759 52
	449,962 91		449,962 91

E. & O. E.
Charlottetown, P. E. I.

W. T. HUGGAN,
Accountant and Auditor.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

Maintenance of Way and Structures—12 Months ended March 31, 1912.

	$ cts.
1. Superintendence	3,287 43
2. Ballast	5,508 72
3. Ties	13,716 01
4. Rails	370 31
5. Other track material	2,834 36
6. Roadway and track	59,819 67
7. Removal of snow and ice	8,994 01
9. Bridges, trestles and culverts	1,200 85
11. Grade crossings, fences, cattle guards and signs	6,990 57
12. Snow and sand fences, and snow sheds	853 29
13. Signals and interlocking plants	53 27
14. Telegraph and telephone lines	528 33
16. Buildings, fixtures and grounds	7,694 28
17. Docks and wharves	1,358 93
18. Roadway tools and supplies	1,926 76
20. Work equipment, renewals	
23. Stationery and printing	269 24
25. Other expenses	10 00
	115,416 03

E. & O. E.
Charlottetown, P. E. I.

W. T. HUGGAN,
Accountant and Auditor.

SESSIONAL PAPER No. 20

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE OF EQUIPMENT—12 MONTHS ENDED MARCH 31, 1912.

		$ cts.
No. 28.	Superintendence	7,225 08
29.	Steam locomotives, repairs	34,666 08
35.	Passenger train cars, repairs	13,684 42
36.	" " " renewals	
38.	Freight " " repairs	14,595 98
39.	" " " renewals	1,349 82
47.	Shop machinery and tools	3,598 51
49.	Injuries to persons	92 52
50.	Stationery and printing	252 59
52.	Other expenses	7,199 63
54.	Work equipment, repairs	934 01
		88,598 64

E. & O. E.
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

TRAFFIC EXPENSES—12 MONTHS ENDED MARCH 31, 1912.

		$ cts.
No 57.	Superintendence	36 50
58.	Outside agencies	136 62
59.	Advertising	924 71
60.	Stationery and printing	7 50
65.	Other expenses	2 00
		1,107 33

E. & O. E.
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

Transportation Expenses—12 Months ended March 31, 1912.

		$ cts.
No. 66	Superintendence	6,124 92
67	Despatching trains	2,992 66
68	Station employees	52,921 11
72	Station supplies and expenses	5,862 19
73	Yardmasters and their clerks	2,480 14
74	Yard conductors and brakemen	2,591 44
76	Yard supplies and expenses	20 67
77	Yard enginemen	5,232 28
78	Enginehouse expenses, yard	1,456 57
79	Fuel for yard locomotives	3,511 01
80	Water for yard locomotives	60 00
81	Lubricants for yard locomotives	116 34
82	Other supplies for yard locomotives	100 81
86	Road enginemen	26,612 87
87	Enginehouse expenses, road	12,884 37
88	Fuel for road locomotives	42,553 82
89	Water for road locomotives	2,032 89
90	Lubricants for road locomotives	974 27
91	Other supplies for road locomotives	994 45
94	Road trainmen	37,104 95
95	Train supplies and expenses	7,041 29
96	Interlockers, block, and other signals, operation	28
98	Draw bridge operation	653 64
99	Clearing wrecks	64 54
100	Telegraph and telephone, operation	7,975 73
101	Operating floating equipment	205 64
103	Stationery and printing	6,004 18
105	Other expenses	42 12
106	Loss and damage, freight	374 50
107	Loss and damage, baggage	2 75
108	Damage to property	587 18
109	Damage to stock on right of way	49 00
110	Injuries to persons	18 40
		229,647 01

E. & O. E.,
Charlottetown, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

General Expenses—12 Months ended March 31, 1912.

		$ cts.
No. 113	Salaries and expenses of General Officers	1,603 75
114	Salaries and expenses of clerks and attendants	7,111 42
115	General office supplies and expenses	478 76
116	Law expenses	52 25
118	Relief Department expenses	5,037 56
120	Stationery and printing	687 27
121	Other expenses	222 89
		15,193 90

E. & O. E.,
Charlottetown, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

SESSIONAL PAPER No. 20

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

General Stores Account—12 Months ended March 31, 1912.

1911.	Dr.	$ cts.	$ cts.
March 31.. ..	To Balance brought forward	... .	61,007 05
1912.			
March 31.....	To Purchases during the year	121,811 65	
	Charges from other departments	6,122 77	
	Labour,	4,463 30	
	Pay rolls	6,668 59	
			139,066 31
1912.	Cr.		200,073 36
March 31.....	By Issues during the year	....	136,524 80
	Balance .. Ordinary stores, including stationery	34,925 53	
	Balance .. Fuel	14,215 40	63,548 56
	Balance .. Roadway and bridge material	14,407 63	

E. & O. E.
Charlottetown, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

General Balance—12 Months ended March 31, 1912.

Dr.	$ cts.	Cr.	$ cts.
General stores	63,548 56	Dominion account	93,624 70
Post Office Department	16,209 88	Starr Manufacturing Co	1,241 60
Road and equipment, (Suspense)	8,334 71	Canadian Car & Foundry Co	690 69
Station agents	3,866 02	Rhodes, Curry & Co	390 00
Cash	3,540 04	Bruce Stewart & Co	255 07
Galena Signal Oil Co	251 06	John Simon	114 38
Intercolonial Railway	82 77	Unclaimed wages	29 88
Militia Department	73 62		
Rents	51 87		
Judge Weatherbie	30 00		
Imperial Oil Co	20 45		
Grand Trunk Ry.	2 50		
Suspense account	334 84		
	96,346 32		96,346 32

E. & O. E.
Charlottetown, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

No. 10—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT OF AVERAGES. Year ended March 31, 1912.

Mileage of railway		267
Engine mileage		433,311
Total train mileage		353,116
Total car mileage		2,272,881
Ratio of earnings to gross earnings :—		
Passenger	Per cent	41·74
Freight	"	48·17
Mails and express	"	10·09
Gross earnings per mile of railway	Dollars.	1,375 26
" " engine mile	Cents.	84·74
" " train mileage	"	103·99
" " car mileage	"	16·16
Ratio of expenses to gross earnings :—		
Maintenance of way and structures	Per cent.	31·43
Maintenance of equipment	"	24·13
Traffic expenses	"	0·30
Transportation expenses	"	62·54
General expenses	"	4·14
Expenses per train mile :—		
Maintenance of way and structures	Cents.	32 70
Maintenance of equipment	"	25·09
Traffic expenses	"	0·31
Transportation expenses	"	65·03
General expenses	"	4·30
Expenses per mile of railway :—		
Maintenance of way and structures	Dollars	432 27
Maintenance of equipment	"	331 83
Traffic expenses	"	4 15
Transportation expenses	"	860 10
General expenses	"	56 90
Locomotive and car repairs, per locomotive and car :—		
Locomotives	Dollars.	1,575 73
Passenger cars	"	327 79
Freight cars	"	28 62

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CHARLOTTETOWN, P. E. I.

W. T. HUGGAN,
Accountant and Auditor.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

Statement of Receipts.

Months.	Passenger Traffic.	Freight Traffic.	Mails and Express.	Total.
1911.	$ cts.	$ cts.	$ cts.	$ cts.
April	9,535 13	11,479 90	2,253 24	23,268 27
May	9,149 81	18,289 72	1,805 14	29,244 67
June	11,176 80	15,628 20	1,940 31	28,745 31
July	17,582 40	14,750 99	1,961 91	34,295 30
August	22,277 86	12,540 83	1,960 15	36,778 84
September	20,582 55	13,414 86	1,858 77	35,856 18
October	13,624 32	22,839 42	1,921 64	38,385 38
November	11,454 66	21,871 55	1,964 20	35,290 41
December	12,104 84	13,892 60	2,055 91	28,053 35
1912.				
January	9,152 74	8,683 63	3,170 51	21,006 88
February	6,981 36	9,549 73	8,042 35	24,573 44
March	9,661 95	13,920 25	8,123 16	31,705 36
1911-12	153,284 42	176,861 68	37,057 29	367,203 39
1910-1911	142,503 41	158,841 61	36,074 53	337,419 55

E. & O. E.

Charlottetown, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

Passenger Statement.

Months.	Local.		Through.		Total.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
1911.						
April	27,588	538,051	105	5,206	27,693	543,257
May	25,881	454,245	735	33,582	26,616	487,827
June	26,581	548,378	1,481	72,062	28,062	620,440
July	44,997	1,061,644	2,704	162,639	47,701	1,224,283
August	38,104	784,319	5,855	268,417	43,959	1,052,736
September	45,218	1,159,431	3,219	163,648	48,437	1,323,079
October	28,703	630,548	3,086	180,823	31,789	811,371
November	28,502	562,746	1,875	87,517	30,377	650,263
December	37,550	689,798	780	38,164	38,330	727,962
1912.						
January	23,185	475,320	922	43,826	24,107	519,146
February	16,169	382,466	230	11,609	16,399	394,075
March	24,045	522,010	561	28,588	24,606	550,598
1911-12	366,523	7,808,956	21,553	1,096,081	388,076	8,905,037
1910-11	336,445	7,004,672	20,316	964,334	356,761	7,969,006

E. & O. E.

Charlottetown, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

Freight Statement.

Months.	1911-12.		1910-11.	
	Tons.	Mileage.	Tons.	Mileage.
April	7,066	253,279	8,064	268,607
May	12,235	448,504	9,446	353,189
June	11,033	383,041	11,740	395,025
July	9,609	346,961	8,045	286,353
August	7,936	300,511	6,851	264,498
September	9,479	315,157	8,408	289,810
October	16,476	591,483	11,600	360,402
November	14,727	588,829	14,071	469,391
December	8,684	387,231	9,549	335,657
January	5,360	253,817	4,379	162,383
February	7,436	295,254	7,436	260,938
March	10,177	454,714	8,674	331,810
	120,218	4,618,781	108,263	3,778,063

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Charlottetown, P. E. I.

W. T. HUGGAN,
Accountant and Auditor.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

DESCRIPTIVE STATEMENT of Freight transported, 12 Months ended March 31, 1912.

Products of:	Commodity.	Tons.
Agriculture	Grain	15,680
	Flour	3,573
	Other mill products	1,920
	Hay	5,268
	Tobacco	132
	Cotton	48
	Fruit and vegetables	10,551
Animals	Live stock	3,382
	Dressed meats	2,803
	Other packing house products	2,727
	Poultry, game and fish	4,255
	Wool	47
	Hides and leather	623
Mines	Anthracite	725
	Bituminous	11,621
	Stone, sand and other like articles	3,632
Lumber	Lumber	13,111
Manufactures	Petroleum	1,351
	Sugar	1,271
	Naval	12
	Iron, pig and bloom	205
	Other castings and machinery	621
	Iron and steel rails	487
	Bar and sheet metal	259
	Cement, brick and lime	2,612
	Agricultural implements	618
	Wagons, carriages, tools, &c	273
	Wines, liquors, beers	325
	Household goods and furniture	499
Miscellaneous	Other commodities not mentioned above	31,587
	Total weight	120,218

E. & O. E.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

Details of Accidents for the period ending March 31, 1912.

Date.	Name, Adress and Occupation of Persons.	Place of Accident.	Cause.	Nature and Extent of Injury.
1911.				
April 3..	John Ferguson, section foreman, Morell	Morell	Hand car jumped track and he was thrown to ground	Broken ribs.
" 15..	John J. McKenzie, section foreman, St. Peter's	St. Peter's	While stepping off moving train slipped on icy platform and fell	Broken wrist.
June 19..	Mrs. A. Howatt, Summerside	Cape Traverse	While getting aboard train impact of cars threw her violently forward against hand rail of car	Badly shaked up and leg injured.
" 26..	Alfred E. McLean, section man, Port Hill	Port Hill	While lining track bars lipped	Rupture.
July 3..	Frank Dorsey, cleaner, Charlottetown	Charlottetown	While working in erecting shop, broke small bone in wrist	Wrist injured.
" 9..	Joseph Millman, engine driver, Charlottetown	Souris	Slipped while alighting from engine	Sprained ankle.
" 28..	John Moore, section man, Lot 40	Lot 40	Hand car derailed throwing men off	Broken rib.
" 29..	D. W. Swan, track carpenter, Charlottetown	Souris	While assisting to take lorry off track foot caught under rail	Ankle fractured.
Aug. 17..	James A. Hickey, fireman, Charlottetown	Charlottetown	While working at engine	Injured kneecap.
" 26.	Mrs. Herbert Mason, Clifton Farm, Lot 48	"	Thrown from carriage near Hillsborough Bridge. Horse became frightened by engine and ran away	Head cut, ribs and ankles bruised, and one ankle sprained, shoulder bruised, ear cut and partly torn away from head, left arm injured.
Oct. 6..	Peter Oliver, pit man, Charlottetown	"	While working at turntable slipped	Injured leg.
Nov. 9..	Owen Corr, labourer, Emerald	Emerald	While assisting at platform plank fell on foot, bruising toes	Injured foot.
" 21..	Major M. Galbraith, blacksmiths' helper, Charlottetown	Charlottetown	Chisel flew while working in boiler	Injured leg.
Dec. 9..	Arthur C. Clark, freight porter, Charlottetown	"	Stepped on a board, while lifting a plank, which tilted	Fractured ankle.
" 17..	Wm. Bell, cleaner, Charlottetown	"	While working at engine had arm scalded	Arm injured.
" 20..	Joseph Dorion, labourer, Charlottetown	"	While going through railway yard tripped on piece plank and fell	Broken ribs.
1912.				
Jan. 10..	Harold Moore, cleaner, Charlottetown	Charlottetown	While stepping from engine broke bone in ankle	Injured ankle.
" 13..	Bartholomew Paquet, fireman, Charlottetown	Souris	Strained his back while working around engine in Round House	Back injured.
" 25..	William Ramsay, farmer. Hamilton. P.E.I	Kensington	Struck by train while driving over railway crossing	Badly mangled and internally injured. Died about ten minutes after accident

1..	Robert McWilliams, fireman, Charlottetown.....	Charlottetown...	While stepping into engine hurt knee cap.....	Injured knee.....
" 12..	Wm. Munroe, cleaner, Charlottetown.....	"	Got hurt with bar while shaking fire in engine...	Injury to side.....
March 8..	James Herrell, boiler washer, Charlottetown.....	"	Fell in Round House while working at an engine..	Broken ankle.
" 22..	Geo. H. Douglas, blacksmiths' helper, Charlottetown...	"	Was handling a piece of boiler plate.....	Injured wrist.

PRINCE EDWARD ISLAND RAILWAY.

Accidents during period ended March 31st, 1912.

Cause of Accident.	Passengers.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Fell from cars or engine				4				4
2. Jumping on or off trains while in motion		1		1				2
3. At work on or near the track making up trains								
4. Putting arms or heads out of windows								
5. Coupling cars								
6. Collisions or by trains thrown from track								
7. Struck by engines or cars on highway crossings					1		1	
8. Walking, standing, lying, sitting or being on track								
9. Explosions								
10. Striking bridges								
11. Other causes				15		1		16
Total		1		20	1	1	1	22

Charlottetown, P.E.I.
May 14th, 1911.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

FIFTH ANNUAL REPORT.

MONCTON, N.B., May 30, 1912.

To the Honourable FRANK COCHRANE,
Minister of Railways and Canals, Ottawa.

By instruction of the Board, we beg to submit for your information, the following report of the operations of the Provident Fund, for the fiscal year ended March 31, 1912.

The personnel of the Provident Fund Board for that year was as follows:—

D. POTTINGER, Assistant Chairman, Government Railways Managing Board, Chairman, Moncton, N.B.

W. A. DUBÉ, Superintendent I.C.R., Lévis, Que. } Appointed
T. C. BURPEE, Engineer of Maintenance, I.C.R., Moncton, N.B. } by the Minister.
Jas. W. NAIRN, Engineman, I.C.R., Truro, N.S. } Elected by the
WILLARD P. HUTCHINSON, Train Despatcher, I.C.R., Truro, N.S. } Employees.

Four regular meetings of the Board, as required by the regulations, were held during the year.

The following is a statement of the receipts and expenditures during the year ended March 31, 1912:—

Balance at the credit of the fund on March 31, 1911		$ 273,480 01
The contributions made by employees during the year, being one and one-half per cent of their monthly salary and wages, were	$ 81,119 81	
The contributions made by the railways of an equal amount, during the same period, were	81,119 81	
		162,239 62
Amount received for refunds, &c		1,482 08
Interest accrued (at three per cent)		7,280 37
		$ 444,482 08
The expenditures were—		
For retiring allowances	$ 125,131 32	
For contributions refunded in cases of deceased employees	2,390 20	
For contributions refunded which were deducted in error	307 96	
For contributions refunded to discharged employees	457 91	
Medical examinations for probationers entering service	2,104 00	
" " for employees retiring from service	78 00	
For election expenses	491 28	
For salaries and travelling expenses, secretary's office	3,586 84	
For Board members	117 48	
For stationery, printing, postage, &c., &c	582 38	
		$ 135,247 37
Balance to credit of the fund on March 31, 1912		$ 309,234 71

The following statement shows the amount which was contributed by the railways, and the amount which was contributed by the employees to the Provident Fund in each fiscal year, since the fund has been in operation. It also shows the number of employees retired, the number of deaths among the same, and the amount paid

for retiring allowanees in each year. The average amount of the retiring allowance paid in the month of March in each year is also shown:—

For Fiscal Year.	Amount contributed by Railways.	Amount contributed by Employees.	No. of Employees placed on Fund.	No. of retired Employees died.	Amount paid for Retiring Allowances.	Average month y paid in March.	Balance at credit of Fund.
	$ cts.	$ cts.			$ cts.	$ cts.	$ cts.
1907-8	82,707 74	82,707 74	142	11	23,923 04	25 49	139,249 21
1908-9	75,306 41	75,306 41	88	17	64,067 63	25 63	225,898 31
1909-10	69,949 70	69,949 70	168	17	103,628 20	26 30	255,585 08
1910-11	71,296 42	71,296 42	51	23	121,014 34	26 56	273,480 01
1911-12	81,119 81	81,119 81	29	23	125,131 32	26 04	309,234 71

It will be noted by the above statement of receipts and expenditures that the amount of the contributions received from the railways and from the employees during the year, were.. .. .. .

PART IV

Report of the Government Chief Engineer of the Western Division of the National Transcontinental Railway

MR. COLLINGWOOD SCHREIBER, C.M.G.

Office of the General Consulting Engineer to the Government and Chief Engineer of the Western Division of the National Transcontinental Railway.

OTTAWA, April 23, 1912.

The Honourable
Frank Cochrane,
Minister of Railways and Canals,
Ottawa, Ontario.

SIR,—I have the honour to present my annual report on the works of construction on the western division of the National Transcontinental Railway for the fiscal year ended March 31, 1912.

Inasmuch as you are not probably familiar with the history of this road, I may explain:—

The western division extends from the western limit of the Winnipeg terminals, on the east bank of the Assiniboine river to the city of Prince Rupert, the Pacific coast terminus, a distance of 1,747 miles. This for construction purposes is divided into two sections, viz.:—

The one designated 'The Prairie Section' extends from the western boundary of the Winnipeg terminals to the east bank of Wolf creek, a distance of 915 miles.

The other—'Mountain Section'—extends from the east bank of Wolf creek to the city of Prince Rupert, the Pacific coast terminus, a distance of 830 miles.

The statutes call for a through line of railway from the city of Moncton, New Brunswick, to the navigable waters of the Pacific ocean.

The western division was to be laid out, constructed and equipped to a standard not inferior to the main line of the Grand Trunk Railway between Montreal and Toronto, so far as may be practicable in the case of a newly constructed line of railway, but should not be obliged to construct a double track.

In aid of the construction of the 'Prairie Section' the government guaranteed bonds to the extent of 75 per cent of the cost of construction not to exceed $13,000 per mile, and of the 'Mountain Section' 75 per cent of the cost of construction.

GENERAL.

The grades and curves are much more favourable to the economical handling of the traffic than those on the section of the Grand Trunk Railway between Montreal and Toronto, a very important consideration. However, as regards the structural works, I was at issue with the Grand Trunk Pacific Railway Company. I contended that wherever the structures to be built are within 10 or 12 miles of a railway in operation they should be of a permanent character whereas, the Grand Trunk Pacific Railway Company contended it was an unreasonable interpretation of the 'standard,' and insisted that they should be composed of timber. To avoid delaying the work, an Order in Council was passed, leaving the matter to be settled by arbitration or otherwise upon certain conditions later on. So far as I am aware, no such settlement of the question has been made. This only applies to the 'Prairie Section' east of Saskatoon, and inasmuch as these timber structures are built, and as they will be good for several years to come, I would suggest that they be left undisturbed for the present.

PRAIRIE SECTION—915 MILES.

Whilst this section of road is not yet completed according to contract, it is so far advanced towards completion as to be safe for operation, and regular traffic trains have run successfully over this section throughout the entire year, and this has been a great boom to the travelling public, as well as to the settlers throughout the district traversed by the road.

No effort has been made by the Grand Trunk Pacific Railway Company to complete the work during the last fiscal year, as will be observed when I state that the work executed during the year was:—

2·45 miles of tracklaying.
117,500 cubic yards of ballasting.
44,920 cubic yards of grading in widening embankments to specification width.
10,263 rods of fencing.
58 Small way station buildings.
67 Latrines.
41 Tool houses.
11 Stock yards.
7 Loading platforms.
5 Wells.
28 Mail cranes.
1 Interlocking plant at crossing of Prince Albert branch of the Canadian Northern Railway.
1 Carpenter shop.
2 Ice houses.
1 Coal shed.

The question of the 'standard' as regards structures on this section, as I have stated above, has never been disposed of, but assuming the Company to have been correct in their view, viz:—that all structures should be of timber as built, excepting those over rivers, is accepted, and that the agreements entered into with the Canadian Northern Railway Company for the 6 miles of road immediately west of the Winnipeg Terminals, and the 7 miles of main line through the City of Edmonton are accepted by the Government and acceptance ratified by parliament, I estimate the cost to complete by the 1st of July, 1912, to be $2,650,000, of which sum $1,500,000 is for interest.

For the traffic and maintenance of the 'Prairie Section' the following mentioned conveniences have been provided:—

142 Stations or stopping places for trains.
114 Way station houses (combined passenger and freight).
5 Divisional Station houses (combined passenger and freight).
3 Freight houses.
132 Grain elevators.
35 Water services.
6 Round houses.
1 Car repair shop.
129 Tool houses.
18 Store houses.
114 Latrines.
98 Loading platforms.
44 Stock yards.
4 Coaling sheds.
3 Machine shops.

55 Section houses.
84 Bunk houses.
3 Blacksmith shops.
There are yet 4 coaling plants to be provided.

The bridges and other works of construction have been maintained at cost of construction.

The maximum grade against the east bound traffic is $\frac{4}{10}$ of one per cent, and against the westbound traffic $\frac{5}{10}$ of one per cent. The sharpest curve being 6° and the alignment is good.

'MOUNTAIN SECTION' 830 MILES.

The works of construction have not been very vigorously prosecuted during the year.

From Wolf creek westerly for a distance of 158 miles to the first crossing of the Fraser River, with the exception of the forming of solid embankments where temporary trestles or pile bridges have been erected, the work is practically completed, sufficiently so at any rate to enable the track to be laid over the whole of this distance. On the first 100 miles a first lift of ballast has been placed under the ties. The end of the track is at the 158th mile, and likely to be so until May or June next.

Several steel bridge superstructures remain yet to be erected, the concrete substructures of which are in course of being built. The only steel structures so far erected on the 158 miles are the bridges over Wolf creek, McLeod river and Athabaska river.

The following buildings have been erected:—
2 Divisional station houses.
15 Way station houses.
4 Water stations.
2 Coaling plants.
3 Bunk houses.
15 Latrines.
2 Round houses.
1 Machine shop.
1 Section house.
1 Car shop.
18 Tool houses.
1 Freight house.

From the 158th mile to the 180th mile—at Tete Jaune Cache—the grading is very heavy. The work is being rushed, with the view to so far completing the grading and bridging as to enable the track to be laid over it by June next; there are about 1,600 men employed on this section of the work.

West of this point, 180th mile to the 620th mile, the work of grading is merely being opened up, but considerable work has been done in clearing the right of way. From the 620th mile to the 645th mile, about 30 p.c. of the grading is done. From the 645th mile to the 668th mile (crossing of the Skeena River) the grading is practically completed, excepting the 2,000 foot tunnel, the heading of which is through, but about 1,200 feet benching yet remains to be done.

The piling for the wooden trestle bridges is well advanced, and the concrete pedestals for the steel trestles are completed.

From the 668th mile (crossing of the Skeena river) to the 732nd mile, the grading, tunnelling and timber bridges are completed and the track is laid and public

traffic is conducted thereon. The building of the substructure of the steel bridge over the Skeena river has been a much heavier undertaking than was anticipated would be the case. The two concrete abutments and three out of the five piers are completed. In building the two piers in the river, the pneumatic process had to be adopted, and this work is well advanced. The heavy ice has greatly impeded progress, but it is hoped these piers will both be completed early in April when the erection of the steel superstructure will be at once proceeded with.

From the 732nd mile westward to Prince Rupert—830th mile—the grading and tunnelling is completed, the track is laid, a first lift of ballast is put under the ties, and public traffic trains are operated thereon.

The superstructures of the steel bridges, excepting that over the Zanardi rapids, are not yet erected, but the concrete substructures will shortly be ready to receive them.

The following buildings have been erected:—

1 bunk house.
1 headquarters.
11 station houses.
1 messroom.
11 section houses.
1 office.
1 engine-house (2 stalls).
1 dwelling house.
2 warehouses.
14 tool houses.
1 workshop.
1 mechanical storehouse.
11 latrines.

The sidings are laid in at all stations and considerable siding accommodation has been provided in the terminal yard at Prince Rupert.

A two-wire telegraph line has been erected from the 731st mile to the 830th mile, and a large quantity of telegraph material is on hand to extend the line towards Wolf creek.

No less than 13 tunnels occur between the 619th mile and the 830th mile (Prince Rupert), their aggregate length being 8,886 feet. Many of the tunnels are driven through treacherous ground; these are temporarily lined with timber, but before the road can be accepted as completed, they will have to be lined with concrete or masonry.

GENERAL.

In so far as the work has advanced, I believe it to be substantial and well done. The structures over rivers are composed of concrete substructures and steel superstructures; the culverts and the pile and trestle bridges over small streams are of timber. The 10 wooden snow-sheds already built have an average length of 2,850 feet. The tunnel snow-shed through solid rock has a length of 1,400 feet.

The unsettled state of the labour market has greatly interfered with the progress of the work. However, men appear to be more plentiful at the present time, but they are restless, and will not settle down to work for any lengthened time.

EXPENDITURES.

The expenditure on 'Prairie section' up to March 31, 1912	$34,507,334 29
The expenditure on the 'Mountain section' up to March 31, 1912	33,689,315 76
Total	$68,196,650 05

The expenditure on the 'Prairie section' appears to be less than it was. The reason is that certain rolling stock, the value of which was included in the previous year's expenditure, has been transferred from the 'Prairie' to the 'Mountain section.'

I have the honour to be, sir,
Your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer, Western Division N. T. Ry.

PART V

QUEBEC BRIDGE RECONSTRUCTION

REPORT OF CHAIRMAN OF BOARD OF ENGINEERS

BOARD OF ENGINEERS, QUEBEC BRIDGE,

MONTREAL, April 20, 1912.

SIR,—I beg to report progress of work on the reconstruction of the Quebec bridge for the fiscal year ending March 31, 1912, as follows:—

Masonry.—Considerable progress was made on the contract for masonry during the past year. The caissons for the north pier were sunk to their final position at elevation 20·0, or about 50 feet 0 inches below the level of the river and 81 feet 0 inches below extreme high water. Two courses of granite masonry were laid on the concrete foundations before winter set in and work closed down for the season. This pier will be finished during the coming summer.

The caisson for the south main pier was placed in position during the past summer and preparations are being made to sink it the coming season. A portion of the plant used for the sinking of the north main pier has been removed to the south side and additional plant added for the operations on this side of the river. All the old masonry has been demolished, the granite facing of which will be used in the new piers. While the work on the main piers is going on, work will also be started on the shore piers, the entire remaining work being thus carried on simultaneously during the whole season.

Removal of Debris.—All the work embraced in this contract was completed during the past summer and the steel removed entirely from the bridge site.

Removal of Old Unused Steel.—During the past winter a contract has been signed with Mr. R. W. Mayer, of St. John, for the removal of all unused steel originally intended for the old bridge. This steel is at present stored at Belair on the north shore, Chaudière junction on the south shore, as well as on the actual bridge site. It is the intention to start moving this steel early in the present season.

Superstructure.—During the past year the contract for the superstructure has been awarded to the St. Lawrence Bridge Company, of Montreal. During this time, this company has had a large staff at work making the necessary calculations and details of construction and erection. This work has progressed to such a stage that it is expected that during the present year a good start will be made on the actual fabrication of the bridge members. About 1,000 tons required for the anchorages is now being manufactured and will be erected in place within the next few months.

The new shops of the St. Lawrence Bridge Company, required for the handling and manufacture of the heavy members of the bridge, are now being erected at Rockfield, near the works of the Dominion Bridge Company, and it is expected that the plant will be in running order before the end of the year.

Tests.—During the past year, the St. Lawrence Bridge Company have made a considerable number of tests under the supervision of the Board of Engineers This work comprises tests on various details of construction as well as a number of typical tension and compression members that will enter into the design of the bridge. The results of these tests will furnish the Board with much useful information.

All of which is respectfully submitted.

C. N. MONSARRAT,
Chairman and Chief Engineer.

Honourable FRANK COCHRANE,
Minister of Railways and Canals,
Ottawa.

PART VI

REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT

AND

Reports of Canal Superintending Engineers and Superintendents and Chief Engineer, Hudson Bay Railway,

FOR THE YEAR 1911-12

Ernest Marceau, Superintending Engineer, Quebec Canals.

W. A. Stewart, Superintendent, Ontario-St. Lawrence Canals.

C. D. Sargent, Resident Engineer, Ontario-St. Lawrence Canals.

J. L. Weller, Superintending Engineer, Welland Canal.

J. W. LeBreton Ross, Superintending Engineer, Sault Ste. Marie Canal.

F. B. Fripp, Engineer-in-Charge, Sault Ste. Marie Canal.

A. T. Phillips, Superintending Engineer, Rideau Canal.

A. J. Grant, Superintending Engineer, Trent Canal.

J. H. McClellan, Superintendent, Trent Canal.

C. D. Sargent, Engineer-in-Charge, St. Peter's Canal.

J. Armstrong, Chief Engineer, Hudson Bay Railway.

OFFICE OF THE CHIEF ENGINEER.

OTTAWA, ONT., September 12, 1912.

SIR,—I have the honour to submit my annual report for the fiscal year ending 31st March, 1912.

Attached hereto will be found the annual reports of the Superintending Engineers of the several canals, the Resident Engineer of the Ontario-St. Lawrence canals, the Engineer in Charge of Improvements at Sault Ste. Marie, the Superintendents of the Ontario St. Lawrence and Trent canals, and the Chief Engineer of the Hudson Bay railway.

The report of the Chief Engineer of the Intercolonial railway and of the Prince Edward Island railway upon the expenditures upon these lines chargeable to Capital has been addressed to the Assistant Chairman of the Government Railways Managing Board, and will be found elsewhere in this volume. The circumstance that engineers in direct charge of works chargeable to Capital report to and receive instructions from the Managing Board renders effective control by the Chief Engineer of the Department of Railways and Canals impossible; and diminishes the value of the advice which he is called upon to give to the Department Head.

CANALS.

The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of Lake Superior, comprises 74 miles of canal with 48 locks and 1,155 miles of river and lake waters, or a total of 1,229 miles, the minimum depth of water being 14 feet. From Montreal to Duluth, at the south west of Lake Superior, the total distance is 1,354 miles, and to Chicago 1,286 miles. A summary of this route will be found in Part VII. with details of the several works. At Port Arthur and at Fort William (about six miles apart), the Canadian Pacific railway gives connection westward and with the south at Fort William. A line of railway has been built from Fort William by the Grand Trunk Pacific railway to give communication with the Transcontinental railway and over that road from Winnipeg.

On this through route the approaches to the canals and the channels through the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation in the hands of competent pilots, both by day and night. In the cases of the Sault Ste. Marie, the Welland, the Cornwall, the Soulanges and the Lachine canals, they are well lighted throughout with electricity and are electrically operated. The Farrans Point canal is lighted with acetylene gas.

Of the minor systems, the Murray, Trent, Rideau and Ottawa River canals may be considered geographically as branches from the through route. In operation, however, these canals serve a distinct traffic of a more local nature. Isolated from these above mentioned systems, the navigation of the Richelieu river and Lake Champlain is effected by the St. Ours lock and the Chambly canal; while, in the far east, the Bras d'Or lakes of Cape Breton are made accessible from the Atlantic by the St. Peter's canal.

Detailed information respecting the several canals is contained in an appendix.

The work executed during the past year has been almost wholly of the nature of improvements and repairs to existing works, the exception being in the case of the Trent canal where the construction of an extension of the present system to an outlet on Lake Ontario is in progress.

LACHINE CANAL.

On the Lachine canal the principal items of work have been the continuation of the rebuilding of the slope and vertical walls with concrete in the reach above Cote St. Paul lock, near Rockfield; improvements to upper entrance pier at Lachine; the widening of the canal and providing wharf accommodation at Cote St. Paul and St. Henri (completed in July, 1911); the completion of construction of a rolling lift bridge at Cote St. Paul over the entrance to the side timber basin belonging to the St. Paul Hydraulic and Land Company; the excavation for the foundation of a bascule bridge to be erected over the canal at the foot of Simplex street, St. Pierre aux Liens; and the paving of certain street, wharf and shed space together with the construction of some concrete walls in the St. Gabriel reach.

SOULANGES CANAL.

On the Soulanges canal the work of removing projections from the slopes and lining the latter with concrete was continued. A contract was also let for the construction of an extension of the guard pier into Lake St. Francis, which will facilitate the entry of the canal by vessels during stormy weather. The widening of the channel necessitated by these works is to be done by our dredging fleet and was partially completed last season, but no progress was made under the contract.

The construction of boulder protection for the clay shores of Lake St. Francis has been continued during the year; and the macadamizing of the Hungry Bay dyke road was completed.

CORNWALL CANAL.

On the Cornwall canal the work of improving the upper entrance to lock No. 17 was completed. This consisted of the construction of cribwork and concrete approach wall and the widening of the canal bottom by dredging. A great improvement to the approach of this lock for down-bound vessels has resulted.

The upper entrance to lock No. 19 was improved by the extension of the north approach wall.

WILLIAMSBURG CANALS.

A long entrance pier is being constructed below the Farrans Point lock, which will enable vessels to navigate the treacherous eddy at this point in safety while upbound.

At Morrisburg (Rapide Plat canal) the lower entrance of lock 24 is being improved by the straightening of the channel.

An approach wall is being constructed above lock 28 (Galops canal) which will greatly improve the entrance to this lock.

Some dredging was done in the Rapide Plat canal to restore canal grade by the removal of high spots.

MURRAY CANAL.

On the Murray canal, the dredging of certain high areas was carried on.

WELLAND CANAL.

The following improvements were completed during the year:—the widening of the canal near Welland, and the construction of a turning basin at Thorold. Messrs. Hogan & Macdonnell did not quite complete their contract, entered into in 1900, for improving the Port Colborne entrance.

The widening of the deep water channel along the west pier at Port Colborne, and an extension of the mooring dock west of the government elevator, were commenced.

PORT COLBORNE ELEVATOR.

The government elevator handled 7,000,000 bushels of grain, an increase of 4,000,000 bushels over the previous season; and its net earnings were over $20,000. Foundations for a two million bushel elevator were constructed when the present elevator was built, and the business now offering justifies the provision of the storage capacity as originally contemplated.

WELLAND SHIP CANAL.

The surveys for the new ship canal, which have been under way for some years, were completed.

SAULT STE. MARIE CANAL.

The rebuilding of the north pier at the upper entrance, which consisted of the removal of the old pier about 500 feet in length and the construction of a concrete pier of the same length, and which was commenced in 1909, was completed.

The extension of the north pier, 300 feet westerly to the north entrance pier, was commenced, and about 42 per cent of the work was done.

About 400 feet of the timber top of the lower north pier was rebuilt, and during the coming season the remaining 700 feet will be undertaken. This work is being executed under 'Repairs' vote.

The traffic statistics of both the Canadian and American canals show a decrease over last year. The freight tonnage through the Canadian canal amounted to 30,953,455 tons, a decrease of 15 per cent; passengers numbered 38,566, an increase of 14·75 per cent; and the registered tonnage totalled 19,331,966 tons, a decrease of 17 per cent.

RIDEAU CANAL.

Through navigation was not maintained throughout the whole season once more on this canal, due to the spring freshet being so light that Rideau lake (the main source of water supply for the canal from Smith's Falls to Ottawa) did not fill up to within seven or eight inches of its normal spring height; and the reservoirs at Bobs lake and Wolfe lake did not fill up to normal height. The heavier draught boats could only ply between Ottawa and Smith's Falls, on the eastern end, and between Kingston and Oliver's Ferry, on the western end, at the close of September.

The Superintending Engineer made an examination of the lakes tributary to Rideau lake with a view of conserving their waters by means of dams at their outlets so as to feed Rideau lakes in low water, but his conclusion is that the quantity of water that could be stored by this means would not raise the water of Rideau lake more than about two inches and would be quite out of proportion to the cost of carrying this scheme into effect.

Under agreement with the Department, the City of Ottawa is constructing a high level concrete bridge over the canal at Bank street, Ottawa, thus rendering unnecessary the swing bridge formerly maintained at this point.

TRENT CANAL.

On the Trent canal, upon which new construction is in progress, the extent under operation remains the same as in the previous year, namely 160 miles, extending from Lake Simcoe to Healey Falls, a point sixteen miles below the village of Hastings. The water was satisfactorily maintained at a uniform height throughout the year.

A considerable amount of repairs and improvements were executed upon the completed portion of the canal. Some dredging has been done between Lakefield and Young's Point and in the Scugog river; also in Sturgeon lake and at the Kirkfield lift-lock. A number of new wharfs were built, and a concrete dock is under construction at Peterborough.

An electric lighting system was installed at the Peterborough hydraulic lift-lock, which enables boats to be locked through at night.

The construction of the new dam at Burleigh Falls is 83 per cent completed, and should be finished during the coming summer.

The new canal across the narrow peninsula between Cameron and Balsam lakes at Rosedale has been in commission since 1910. There still remains some dredging in the Gull river to be done by the contractor, which will probably be completed by midsummer.

The work of water conservation through the dams on the various tributary streams acquired from the Ontario government has been considerable. Concrete dams were built at Twelve-mile lake and White lake; and new timber dams were erected at Trout lake and Squaw river.

ONTARIO-RICE LAKE DIVISION.

The construction of the Ontario-Rice Lake division is dealt with in an interesting and comprehensive report of the Superintending Engineer, which will be found in the appendices hereto.

This division, which extends from Trenton, on Lake Ontario, to Rice lake, is 56½ miles in length and is divided for construction purposes into seven sections, all of which are under contract. It follows the River Trent and will comprise 9½ miles of canal, 13 miles of subaqueous channel, and 34 miles of deep river. The total rise between low water level on Lake Ontario and normal navigation level on Rice lake is 369 feet, to be overcome by 18 locks. The river and canal levels will be controlled by 14 dams, and 18 bridges are required, all of which, except one, will be swing or bascule spans. Up to end of fiscal year, 10 locks, 7 dams, and 11 bridges have been built. The locks are concrete, with 8 feet 4 inches of water on the sills; they are 175 feet long between the hollow quoins and 33 feet wide, accommodating barges of 1,000 tons, about 150 feet long and 30 feet beam, drawing 8 feet of water. The work involved requires the removal of about 1,500,000 cubic yards of earth, 1,250,000 cubic yards of rock, loose and solid, and the building of about 400,000 cubic yards of concrete. The approximate is set down at $6,750,000, of which the estimated value of the seven contracts for the seven sections totals $5,100,000 on which there has been expended for work done and material delivered up to March 31, 1912, the sum of $2,869,753.30, or about 57 per cent of the estimated value at contract rates of the seven contracts. Details of the work done will be found in the above mentioned report of the Superintending Engineer.

HOLLAND RIVER DIVISION.

The government decided to abandon further work on this division, and accepted a surrender of the York Construction Company's contract on December 31, 1911. A special agreement was entered into with the York Construction Company for the execution of certain unavoidable work required before operations could be finally abandoned, and this work will be completed early in the coming summer.

LAKE SIMCOE-GEORGIAN BAY DIVISION.

A thorough survey of the Severn river is under way with a view to preparing plans and specifications for canalizing the river to the same dimensions as the Ontario-Rice Lake division.

HYDROGRAPHIC SURVEYS.

Surveys are being carried on intermittently with the object of making a complete and reliable set of charts of the chain of lakes which form part of the Trent navigation. So far, very little of the field work has been plotted.

ST. PETER'S CANAL.

A contract was let for the construction of a new lock, 300 feet long and 48 feet wide, and a new entrance at the Atlantic end. Only preliminary organization had been done at the end of the fiscal year. The existing entrance will be used during the new construction and there will be no interference with navigation. Mr. Sargent's report contains an interesting resumé of the history and utility of this canal.

HUDSON BAY RAILWAY.

The construction of this railway was further advanced by the letting of a contract to Mr. J. D. McArthur, in August, 1911, for the first section of 185 miles from The Pas to Thicket Portage. The contractor has made a start at clearing and grading; more particularly on the first 70 miles.

Plans and profiles are in preparation for the purpose of calling tenders for the construction of a second section of about 65 miles from Thicket Portage to Split Lake junction.

The contract for the substructure of the bridge over the Saskatchewan river at The Pas has been completed. The fabrication of the superstructure has proceeded very slowly, and it is unlikely that the erection will be completed before the fall of 1912. The bridge will consist of four fixed spans of 147 feet in length, and a swing span of 262 feet in length, with roadways for highway traffic bracketted out from either side.

The report of the Chief Engineer deals at length with preliminary location surveys, for lines to Port Nelson and Port Churchill, and, as the location stands at present, the actual distance from The Pas to Port Nelson is 418 miles and to Fort Churchill via the east side of Split lake 498 miles. Chief Engineer Armstrong states that terminal room can be had at Port Nelson for all the railroads in Canada, while at Fort Churchill the room for terminals convenient to possible dock sites is not satisfactory. He presents some interesting figures showing that the cost of operation would be less if the Nelson route be adopted.

DARTMOUTH BRANCH LINE.

Surveys were made for a branch line of railway from Dartmouth, in the county of Halifax, via Musquodoboit harbour and the valley of the Musquodoboit to Deans, in the same county, a distance of 73 miles, and the contract for construction was awarded to Messrs. M. P. & J. T. Davis. Very little work had been done up to the end of the fiscal year.

GUYSBOROUGH TO COUNTRY HARBOUR TERMINAL.

Surveys were made for a line of railway from Guysborough to Sunny Brae through Country Harbour Crossroads to deep water of Country Harbour. The construction of this line has not been proceeded with.

NORTHUMBERLAND STRAITS CAR FERRY.

Professor A. K. Kirkpatrick, C.E., of Queen's University, was engaged in February, 1912, to undertake a study of the Northumberland straits and means of access thereto on either side in regard to the establishment of the most suitable route for a car ferry between Prince Edward Island and the mainland.

In addition to the supervision of the works of construction and operation, numerous investigations of a technical nature have engaged the attention of the members of this branch. These investigations arise from damage claims, the submis-

sion of plans affecting property or interests of this department, applications for leases, and railway inspections for subsidy and guarantee bond purposes, &c.

I have the honour to be, sir,

Your obedient servant,

W. A. BOWDEN,
Chief Engineer.

A. W. CAMPBELL, Esq.,
Deputy Minister,
Department of Railways and Canals,
Ottawa.

QUEBEC CANALS.

SUPERINTENDING ENGINEER'S OFFICE, QUEBEC CANALS.
MONTREAL, May 23, 1912.

W. A. BOWDEN, Esq.,
Chief Engineer Railways & Canals,
Ottawa.

SIR,—I beg to hand you herewith my Annual Report upon the works under my charge for the fiscal year expired on the 31st March, 1912.

The Canals of the Province of Quebec comprise the Lachine and Soulanges Canals on the St. Lawrence route, the Ste. Anne, Carillon & Grenville Canals on the Ottawa route and the St. Ours and Chamblay Canals on the Richelieu river.

During the last season, navigation has been carried on without a single interruption on all of the canals in my division. Traffic increased considerably on the Lachine and Soulanges Canals and was also very brisk on the Richelieu River canals.

CANAL STORES.

The position of Inspector of Canal stores in this division, rendered vacant by the death of the late Mr. P. B. Benoit, which occurred on November 10th 1910, was filled on the 13th of January last, by the appointment of Mr. P. A. Jodoin, who had occupied the position of Superintendent of the Chambly canal since 1905. Mr. J. E. Robitaille was appointed to succeed Mr. Jodoin.

LACHINE CANAL.

Length 8½ miles; total rise 45 feet. This canal is provided with a duplicate set of five locks. The old ones 200 x 45 with 9 ft. of water on the sills and the new ones 270 x 45 ft. with 14 ft. of water on the sills.

Owing to the numerous factories on the lower section of this canal, it was, some years ago, found necessary to rebuild old locks Nos. 1 & 2, of the same dimensions as those termed new locks, viz:—270′ x 45′ x 14. There are therefore ample facilities for the larger type of vessels using the canals to handle the traffic in the reaches between the Harbour and lock No. 3. The smaller locks are principally used by market boats.

REPAIRS AND RENEWALS.

The principal items of work performed under the above head during the year were as follows:—

All the seven swing and nine stationary bridges on the canal were cleaned by the sand blast process and painted, the work being done in a very satisfactory manner by the Canadian Sand Blast Company.

Ninety five cast iron mooring posts were placed at various points along the line superseding wooden posts.

The Little River St. Pierre, from Rockfield to its outlet opposite the city water works, was cleaned on three different occasions during the Spring and Summer.

The top of the wooden pier below old lock No. 4, Cote St. Paul, was taken down to the water line and rebuilt with concrete, the total length of wall contructed being 400 ft.

Concrete sidewalks were laid as follows:—

At the south end of Brewster's bridge, 75 feet long by 5 feet wide.

East of the Cote St. Paul power house, 100 feet long by 5 feet wide.

At the south end of the Lachine swing bridge, 150 feet long by 5 feet wide.

Permanent iron fences with posts set in concrete were erected at the following places:—at the Mill streets shops along Riverside street; at the south end of Wellington bridge; around the head race of regulating weir No. 3 (St. Gabriel); around the tail race of regulating weir No. 4 (Cote St. Paul) and around the old and new supply weirs at Lachine.

The following accidents occurred during the year:—On the 26th July, 1911, the propeller "Simla", owned by the Calvin Company, ran into Cote St. Paul swing bridge throwing it off its pivot and causing serious damage to the underwork. The cost of the repairs was paid by the owners. Navigation was not interrupted.

On the 15th July, 1911, the steamer *Glengarry* sank in Wellington Basin. The water had to be lowered in the reach on the following Sunday, in order to float the vessel.

Forty extra life preservers with ropes and poles were placed at various points along the canal and seventy-five additional safety ladders built into the canal walls.

CAPITAL.

Vertical concrete walls.—This work was continued by the contractors, Messrs Haney, Quinlan & Robertson, and consisted largely of laying concrete under water on the north and south slopes of the canal, near Rockfield, and on both sides of the south pier in the upper entrance. The main portion of the latter was completed (about 2,500 feet) and some 500 feet of the top covering also laid as well as the steel covering to protect the ice breaker.

This work will be entirely completed during the season of 1912.

Widening and wharf accommodation at St. Henri and Cote St. Paul.—This work was completed by the Canadian General Development Company, in July last. The final estimate of it will be forwarded to you in a few days.

The Scherzer roller lift bridge over the entrance to the side timber basin belonging to the St. Paul Hydraulic and Land Company, at Cote St. Paul, was also completed and tested. It is working satisfactorily.

Bridge at Rockfield.—This bridge is to be erected at the foot of Simplex street, St. Pierre aux Liens. The contract for the substructure was awarded to Messrs. Haney, Quinlan & Robertson last fall. The excavation only had been done at the end of last season; the concrete work will be completed early this year.

A Strauss bascule bridge has been adopted here, the contract for which has been awarded to the Dominion Bridge Company.

INCOME.

Concrete walls, St. Gabriel reach, paving, &c.—This work was executed under contract by Messrs. Haney, Quinlan & Robertson and satisfactorily completed during last year.

The paving of Oak and Riverside streets, of the space between St. Gabriel sheds Nos. 1 and 2 and of the shed on the north side of basin No. 1, foot of McGill street, is a decided improvement and greatly facilitates the heavy traffic at those points.

DREDGING.

The dredging fleet came out of winter quarters on May 1, 1911, and from that date to June 1, was engaged doing some cleaning first in the Lachine canal, then in front of the wharf at the foot of the Beauharnois canal.

On June 1, the dredging in connection with the protection works at the head of the Soulanges canal upper entrance was commenced and kept up until July 19 following, when the dredge was sent down to the reach in the Soulanges canal between locks No. 3 and 4, where a good deal of work was done in trimming the south slope for concrete lining. On August 8, work was resumed at the head of the Soulanges canal and, on October 10, the fleet left for the Lachine canal. From the 12th of that month to November 24, when it went into winter quarters, it was engaged cleaning at several points in the canal.

REPAIRS TO VESSELS.

The dredging fleet consists of the tug *Frank Perew*, one steam dredge, one steam derrick, two dump scows, thirteen scows and a floating storehouse. Most of these vessels had to undergo pretty extensive repairs last winter. The hulls of the dredge and derricks, which are pretty old, were completely overhauled and many parts of the machinery in them were removed or altered. At the opening of the season the whole fleet was in a good state of efficiency.

SOULANGES CANAL.

Length, 14 miles; 5 locks 270 x 45 feet; 15 feet of water on the sills.

REPAIRS AND RENEWALS.

Locks.—The stoney sluices of locks Nos. 2 and 3 were taken out of the pits during the winter, the tracks and rollers, which were considerably worn out, were renewed. The sluices of the other locks will also have to be overhauled next year.

All the lock and bridge houses were painted during last summer.

Cast-iron mooring posts.—A number of the mooring posts along the long reach between locks Nos. 4 and 5, which had been lifted out of place by vessels' lines, were dug out and the concrete blocks in which they are set up reinforced.

Fences.—The renewing of the canal fences which was commenced in 1910-11, was continued last year. A section 3 miles in length, on the south side, was thus renewed and a considerable length of the fence on the north side temporarily repaired.

Shops.—Besides the usual work done here for the Soulanges canal, the machine shop was busy in March last, turning out machinery for the electric operation of the St. Ours lock gates and sluices.

Regulating basin No. 2.—A dangerous leak in the north bank of this basin had been giving a good deal of trouble for a couple of years. During last summer, a temporary dam was built at the entrance and the water taken out. Then a trench 10 feet deep and about 75 feet long, was cut at the foot of the slope down to the solid

rock and a concrete wall built so as to cut off the leak. The water was readmitted into the basin at the end of March last, and at the time of writing no further leak has been noticed.

CAPITAL.

Protection of work at upper entrance.—On October 26, 1911, a contract was signed by Messrs. Haney, Quinlan & Robertson for the construction of an extension, 1,200 feet in length, into Lake St. Francis, of the guard pier here and a breakwater, 600 feet in length, some distance above the end of this extension.

The widening of the channel necessitated by these works is to be done by our dredging fleet. From June 1 to the middle of October last, dredge No. 2 was engaged here, with occasional interruptions, the dredge being called away several times for emergency work. The material removed from the channel during the season amounted to 8,000 cubic yards.

Up to the end of the season the contractors had not begun operations on the pier and breakwater.

Stopping leaks and trimming slopes.—This work, which consists of removing projections from the slopes and lining the latter with concrete, was continued through last summer by Messrs. Haney, Quinlan & Robertson, under their contract, dated December 12, 1908. A section 5,525 feet in length was done from the middle of May to the month of October last. The total quantity of concrete laid was 17,125 cubic yards.

New machinery.—The steel gate lifting scow was provided with a centrifugal pump driven by a 10 horse-power electric motor, and a small power lathe and a few working tools have been added to the equipment of the shops at Cascade point.

Shelter for linemen.—A small building, similar to those erected on the locks, was built at a point half way between locks Nos. 4 and 5 for the use of the patrolmen and linemen, together with a shed for the sheltering of their horses.

Mooring posts.—Thirteen cast-iron mooring posts, set in concrete, were laid on the north bank of the canal above and below the St. Emmanuel and River Rouge bridges.

Wharf at power-house.—The old wooden wharf at the power-house, which had to be removed to permit the lining of the canal slope at that point, was replaced by a concrete structure 50 feet long by a width of 24 feet on top and 10 feet high on the canal side. Boats drawing 8 feet of water can be moored at that wharf.

STE. ANNE'S LOCK.

Length, ½ mile; one lock 200 x 45 feet, 9 feet of water on the sills. Old lock still available, 200 x 45 feet, with 6 feet of water on the sills. Total rise, 3 feet.

REPAIRS.

No work of importance was performed here during the year, except the rebuilding of the abutments of a bridge over a slip across the north bank of the lower entrance and of the eastern end of the wall on the north side of that entrance. The new structure which is of concrete is about 50 feet long and 10 feet high.

CARILLON AND GRENVILLE CANALS.

Carillon canal.—Length, ¾ mile; two locks 200 x 45 feet, with 9 feet of water on the sills; total rise, 16 feet.

Grenville canal.—Length, 5¾ miles; five locks, 200 x 45 feet, with 9 feet of water on the sills; total rise, 43¾ feet.

REPAIRS AND RENEWALS.

Besides keeping the structures in good repair little was done here under the above head during the last fiscal year. The principal items of work performed were as follows:—Rebuilding three pairs of lock gates, rebuilding one scow and filling in front of waste weir No. 5.

ST. OURS LOCK.

Length ⅛ mile; one lock 200 x 45, 7 feet of water on the sills; rise 5 feet.

The Overseer of this lock, Mr. O. Laventure, was recently replaced by Mr. Alfred Coderre.

REPAIRS AND RENEWALS.

Under this head there is nothing to record except the maintaining of the structures in good repair.

INCOME.

Electrical equipment.—Electrical machinery for the operation of the lock gates and sluices was designed during the year. It was expected that the whole would be in working order for the opening of navigation, but owing to the difficulty in procuring the appliances required and especially in having them delivered by the railway companies, the work will not be completed before the middle of June next.

Movable dam.—During last Summer, steel frames and timber stop logs were placed on the crest of the dam here, in such a manner that both can be removed at will. Their purpose is to keep the level of the section of the Richelieu river between St. Ours and the foot of the Chambly canal about two feet above low-water mark.

The experience of last season was entirely satisfactory, the level of the river was kept up as intended during the period of low water and, in a couple of days at the end of November, a few men removed both stop logs and steel frames without any difficulty.

While this movable dam was being erected a concrete fish ladder was built into the dam in accordance with plans furnished by the Department of Marine & Fisheries.

Boom piers.—Four of the old cribwork boom piers on the east side of the lower entrance were removed and rebuilt with concrete laid on pile foundations. Although not completed they were brought to a height sufficient to hold the booms safely during the season of navigation this year and will be completed next Fall.

CHAMBLY CANAL.

Length 12 miles; 9 locks 118 x 22½ feet, 6 feet of water on the sills; total rise 74 feet.

As stated above, Mr. J. E. Robitaille has been lately appointed superintendent of this canal in place of Mr. P. A. Jodoin, transferred to the Canal stores inspectorship.

REPAIRS AND RENEWALS.

The chief items of work performed under this head during the year, were the renewal of the bottom of lock No. 6 the old planking was removed and replaced with concrete; the rebuilding of the abutment of the bridge above lock No. 2, the replacing of a number of old timber culverts on the road along the west side of the canal by vitrified clay pipes of suitable dimensions, the building of a shed 100′ x 20′ for the storing of canal appliances, such as derricks, road roller, heavy timber &c.

INCOME.

Under the head of Income, I have to report the rebuilding of the house of the keeper of bridge No. 3 and the taking down and reconstructing of the approaches of bridges No. 2 & 5; stone masonry was here substituted for the old timber approaches.

The remodelling of the canal lighting system and its extension from lock No. 2 to St. Johns, for which an appropriation had been provided at the Session of 1910-11, has engaged my attention during the last year. It had been expected that the work would be completed before the end of the last fiscal year but owing to serious delays on the part of manufacturers of electrical apparatus, the new system is not yet in working order at the time of writing. Under the advice of Mr. John Murphy, Electrical Engineer for the Department, it has been decided to adopt incandescent lamps instead of arc lamps as generally used on canals.

The electric station is now completed except for the installation of the switchboard which has not yet been received.

The power used here is supplied free of charge by the Montreal Light, Heat & Power Company, from their Chambly plant. This requires some explanation.

In the Spring of 1908, the Chambly Canal power house was carried away during the spring floods. The unprecedented rise of the Richelieu river at that point that year and consequently the destroying of the canal power house, were due to the existence of the Montreal Light, Heat & Power Company's dam some distance below.

After negotiations which occupied several months I succeeded in securing from the company the payment of $1,000 in cash, a transformer and 75 H.P. motor and the undertaking to supply in perpetuity to the Chambly Canal, for the loss of its power house, electrical energy equal to 75 h.p.

Under a subsequent agreement, dated the 9th of April 1912, power is to be supplied at the rate of 100 h.p. during the season of navigation and 40 h.p. during the winter months.

This power, it is expected, will be sufficient for the lighting of the canal from one end to the other. If necessary, however, a turbine can be installed in the new station completed last year, provision having been made for the purpose.

Wharf at St. Johns.—The old cribwork facing the St. Johns wharf was removed from a point opposite St. George street to the south end of the new wharf, a distance of 247 feet, and rebuilt in concrete. The work was done by day's labour. The filling behind the concrete wall was done with material dredged out of the canal entrance by the Chambly canal dredge.

Road along the west side of the canal.—An additional section of this road, 10,470 feet in length, was macadamized during the summer and fall of 1911. The metal for the road was supplied, under contract, by Mr. David Brault and Mr. Narcise Lord and the spreading and rolling of it, was done by day's labour under the supervision of the Superintendent and Engineer in charge of the canal.

New tugs.—Two new tugs, one of which is intended for the handling of vessels at lock No. 2, Lachine canal, and the other for service in connection with the dredging fleet, were designed during the year. The building of the hulls, &c., was begun late in January last and a contract for the boilers, engines, &c., awarded to the Doty Engine Company, of Goderich, Ont. The hulls were completed about April 1 last, but owing to the failure of the Doty Company in delivering the machinery in the time specified, the vessels could not be completed before the opening of navigation.

Hungry Bay dyke road.—The macadamizing of this road was completed early last fall, Mr. A. Cossette supplying, under contract, the crushed stone required, and the preparing of the roadbed, laying, watering and rolling of the metal being done by day's labour. At the time of writing, the whole length of the Hungry Bay dyke road, from Knight's Point to the division line of the counties of Beauharnois and Huntingdon, is in first class condition.

Lake St. Francis, protection of shores.—The work undertaken some years ago for the protection of both shores of Lake St. Francis against erosion was continued during the last fiscal year. On the south side of the lake, a new section of dry stone wall, 2,927 feet in length, was built during the winter months and a similar wall, 2,422 feet long, was added to the work done in previous years, on the north shore.

Surveys and inspection.—The survey of the Soulanges canal reserve lands, undertaken three years ago, was completed last fall. The plotting of the work is now pretty well advanced.

BEAUHARNOIS CANAL.

Bridge across the Lost Channel.—This bridge is located near the town of St. Timothy and was built by the department about fifteen years ago. The whole of the flooring was renewed last year and the steel chords, &c., painted. The iron pipe fences at each end were also reset and painted.

The works under the head of capital and income on the Lachine canal, are under the immediate supervision of Lt.-Col. H. R. Lordly, C.E., and Mr. L. S. Pariseau, C.E., is in charge of the same class of work on the other canals in this division.

I have pleasure in stating that both of them have discharged the duties entrusted to them during the year in a manner creditable to themselves and very satisfactory to me.

I have the honour to be, sir,

Your obedient servant,

ERNEST MARCEAU,
Supt. Engr. Quebec Canals.

LACHINE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of new Lock No. 1 at lower entrance and new Lock No. 5 at upper entrance during the fiscal year ending March 31, 1912.

Months.	New Lock No. 1, Lower Sill.				New Lock No. 5, Upper Sill			
	Highest.		Lowest.		Highest.		Lowest.	
1911.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April	34	8	18	1	18	0	14	9
May	20	3	17	7	18	3	17	4
June	18	8	16	6	17	6	15	11
July	16	4	14	4	15	11	14	11
August	14	4	13	9	14	10	14	5
September	14	4	13	0	14	5	14	2
October	13	0	12	2	14	2	14	0
November	13	5	12	0	14	8	14	0
December	15	4	13	4	15	4	14	2
1912.								
January	33	0	15	0	15	9	14	9
February	28	8	23	8	15	4	13	3
March	25	10	23	0	14	9	13	7

SOULANGES CANAL.

STATEMENT showing the depth of the river water on the mitre sill of Lock No. 1 at lower entrance and Lock No. 5 at upper entrance during the fiscal year ending March 31, 1912.

Months.	Lock No. 1, Lower Sill.				Lock No. 5, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1911.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April	23	4	18	5	17	4	16	6
May	19	9	18	9	16	8	16	3
June	18	8	18	0	16	5	16	1
July	17	9	16	9	16	4	16	1
August	16	9	16	2	16	0	15	8
September	16	2	15	8	15	9	15	6
October	16	0	15	8	15	8	15	5
November	16	4	16	1	15	8	15	5
December	17	1	16	4	16	2	15	6
1912.								
January	19	2	17	1	16	7	15	7
February	24	5	18	3	16	2	15	2
March	24	3	20	3	16	0	15	4

CHAMBLY CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 9 at lower entrance and Lock No. 1 at upper entrance during the fiscal year ending March 31, 1912.

Months.	Lock No. 9, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1911.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April	20	11	12	5	11	7	8	11
May	17	2	12	8	11	10	9	9
June	12	9	10	3	9	10	8	5
July	10	6	8	6	7	8	8	6
August	8	7	7	6	7	11	6	11
September	9	5	7	5	7	11	6	9
October	9	8	7	5	8	1	6	7
November	10	6	9	5	9	1	7	1
December	12	10	9	1	9	11	7	10
1912.								
January	12	2	10	0	9	2	8	4
February	10	9	9	2	8	7	8	2
March	12	9	9	5	9	3	8	4

ST. OURS LOCK.

STATEMENT showing the depth of the river water on the mitre sills of the St. Ours Lock during the fiscal year ending March 31, 1912.

Months.	Lock No. 1, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1911.	ft	in.	ft.	in.	ft.	in.	ft.	in.
April	21	1	10	4	17	0	9	10
May	15	7	12	1	13	7	10	9
June	12	2	9	1	10	9	9	1
July	9	2	7	2	9	2	8	2
August	7	6	6	5	8	2	7	7
September	6	4	5	8	9	2	7	4
October	5	11	5	2	9	10	9	1
November	6	9	5	0	11	0	9	7
December	9	11	6	7	10	2	8	3
1912.								
January	12	4	9	7	9	6	8	9
February	11	9	10	9	8	9	8	0
March	12	4	10	10	9	8	8	3

CARILLON CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 1 at lower entrance and Lock No. 2 at upper entrance during the fiscal year ending March 31, 1912.

Months.	Lock No. 1, Lower Sill.				Lock No. 2, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1911.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April	17	3	11	10	15	10	10	11
May	18	8	16	3	18	8	16	3
June	17	1	14	6	17	3	14	3
July	14	6	12	1	14	2	11	5
August	12	4	11	6	11	11	10	9
September	11	7	11	0	10	10	10	4
October	11	0	10	8	10	4	9	10
November	12	1	10	9	11	7	10	1
December	13	6	12	2	15	0	11	2
1912.								
January	14	6	13	1	20	9	11	10
February	14	1	12	10	15	2	11	3
March	13	9	12	7	12	6	10	8

GRENVILLE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 3 at lower entrance and Lock No. 7 at upper entrance during the fiscal year ending March 31, 1912.

Months.	Lock No. 3, Lower Sill.				Lock No. 7, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1911.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April	20	6	17	1	16	6	10	2
May	23	5	20	2	20	3	17	6
June	21	8	17	5	18	6	15	0
July	17	6	13	11	14	10	11	3
August	14	4	13	3	11	11	10	7
September	13	2	12	6	10	7	9	7
October	12	6	12	3	9	7	9	2
November	14	0	12	6	11	8	9	6
December	17	0	13	10	13	3	11	2
1912.								
January	23	6	17	11	12	10	11	0
February	24	7	22	7	10	10	10	3
March	26	4	15	11	10	4	9	11

ST. ANNE'S LOCK.

STATEMENT showing the depth of the river water on the mitre sills of St. Anne's Lock at the lower and upper entrances during the fiscal year ending 31 March, 1912.

Months.	Lock No. 1, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1911.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April	13	8	10	7	15	11	10	10
May	13	9	12	4	16	8	14	7
June	12	8	11	4	15	5	12	2
July	11	3	10	0	13	0	10	10
August	10	0	9	6	11	3	10	5
September	9	6	9	1	10	5	9	11
October	9	4	8	11	9	10	9	7
November	9	8	8	10	10	11	9	9
December	11	0	9	3	12	6	10	11
1912.								
January	11	6	10	4	12	4	11	2
February	10	11	9	8	12	0	11	0
March	10	10	9	10	12	0	11	0

STATEMENT showing the dates of closing and opening of the Quebec Canals for season 1911–12.

	Opening.	Closing.
Lachine Canal	May 1, 1911.	December 3, 1911.
Soulanges Canal	" 1 "	" 3 "
Chambly Canal	" 1 "	November 30, 1911.
St. Ours Lock	April 26, 1911.	" 30 "
C. & G. Canals	May 1, 1911.	" 30 "
Ste. Anne's Lock	April 28, 1911.	" 30 "

April 1, 1912.

SIR,—I have the honour to submit herewith the annual report on the maintenance and operation of the Ontario-St. Lawrence canals for the year ending March 31, 1912.

THE CORNWALL CANAL

was opened for navigation May 1 and closed December 6, and was operated throughout the season without serious damage and without prolonged delay to navigation.

The upper gates at lock No. 18 were wrecked by a steamer on May 10, but there are spare gates on hand and a pair was stepped, and navigation resumed within 10 hours. This was the most serious accident, and the longest delay to navigation during the season.

The water was let out of the lower reaches of the canal on April 3, but the ice was still heavy and this made repair work difficult. A particular instance of thick ice was at lock No. 17 weir where it had to be cleared away before the work of concreting could begin. A portion of the apron had been undermined and had raised last year, when temporary repairs were made. The work of laying a completed concrete floor was done while the water was out of the canal.

The gates in the lower end of old lock No. 17 were broken up, the loose mitre sill taken up, and the decayed portions of the bottom of the lock within the space of the gate recesses taken out, and both floor and mitre sill re-made in concrete, as also was the mitre sill apron. Then, after the water came into the canal again a new pair of gates was stepped. A cut-off wall of concrete was built across the lower end of this lock, and an open culvert about 320 feet long to carry the waste water through to the upper end of the next lock, all while the water was out of the canal. Later in the season a retaining wall was built along the southern side of the basin between old locks No. 17 and No. 16 at a distance of 55 feet from the centre line, and back-filled with earth; and then concrete ship's ways were built on the berme thus formed, to be used for repairing lock gates, scows, &c. Ways were also put in the bottom level for the use of deeper draught vessels. A similar wall was begun on the northern side at an equal distance from the centre line but the end of the season came before it was finished. It is intended to complete this wall and the backfill during the coming season. When this work is completed the repairing basin will have a total area of fully 200 feet by 320 feet, and will be capable of accommodating any vessel (light) that navigates the river.

An additional waste-weir was built at lock No. 17, and the displaced stones on the breast wall of the first weir were replaced, and concrete added to bring the breast wall up to normal water level for that reach of canal. In order to facilitate unwatering to the bottom of the valves at this weir in future years, a permanent dam, three feet high, was put in at the head of the raceway.

The concrete culverts at Clowe's creek, Robertson's creek and Mille Roches creek, provided for by a special vote, were built during the time the water was out of the canal; and the pipe railing put on these, and on Sand bridge, later in the season. Then the four culverts were formally handed over to the municipality of the township of Cornwall for future maintenance.

The spongy bank on the south side of the canal in the immediate vicinity of Robertson's culvert was reinforced with an earth-fill about 500 feet in length to a width on top of about 55 feet; and the culvert itself extended towards the south end to provide for the increased width of bank.

All the usual ordinary repairs to lock-gates, riprap, back ditches, &c., were done.

Spare gates for locks No. 19 and No. 20 were rebuilt and were stepped in the upper end of each lock. This completes furnishing the new locks with the improved hanging gear on the plates. The gates taken out were rebuilt for spares.

Seven new automatic emergency gates for the bye-pass at the guard-gates have been built and are ready to be placed in position during the early part of the coming season. They are made of oak timbers reinforced with steel I beams.

The Cornwall bridge was struck by a tug, and considerable damage done, though the bridge was not out of commission for more than two hours. The repairs were made by the canal staff.

The two-story addition to the office provides much-needed room for the work. A new coal storehouse was built of reinforced concrete, and the timber shed was raised 6 feet and set on concrete pillars. This building work was all done by the canal staff.

A new machine shop, 30 x 50, built by J. J. Fallon under contract, is ready for occupation, and as soon as the spring rush of work is over the machinery will be moved into it.

A derrick scow, 24 x 70 x 7, was built for the Cornwall canal, and a similar one for the Williamsburg canals. These are built of B.C. fir; and are equipped with a steam hoist.

A working scow, 16 x 55 x 5, for the Murray canal, is under way, and almost completed. It will be taken to the canal as soon as navigation opens. These scows were built by the canal staff.

During the latter part of this season of navigation, and of the previous season as well, there has been constant complaint of low water. The dredging recently done in the upper reach of the canal had improved conditions somewhat; but it is necessary to face the problem of still further improvement in the supply of a greater depth of water in this head reach of the canal.

Satisfactory progress has been made in late years in improving the entrance to the locks. Work is now under way for improving the lower entrance of lock No. 15. The wooden superstructure of the north lower pier at locks No. 19 and 20, will require soon to be replaced with concrete. New piers are needed at lock No. 21, on the north side, which will complete this class of work.

THE WILLIAMSBURG CANALS

were opened for navigation May 1, and closed December 7, having been operated throughout the season without serious damage, and without prolonged delay to navigation.

On May 3 the lower gates in the lift-lock at the head of the Galops canal were wrecked, and the lock was ready for operation again in 24 hours. During this time all vessels used the canal to make the down trip, instead of going out into the river through the lift-lock. The damaged gates were rebuilt for spares, and, as is usual, the cost was charged against the vessel that did the damage.

At the close of the previous season this same pair of gates had been taken out and rebuilt, and had been replaced in position only a few days when they were wrecked. The gates from the upper end of this same lock were taken out at the end of the present season to be rebuilt and will be replaced in the lock before the opening of navigation.

A pair of spare gates that had been on hand for the old lock at Iroquois, now forming a tail-race for the waste weir, were rebuilt to fit old lock No. 26, at Cardinal, and stepped in the lower end there, as an additional safeguard against leakage. At the same time a bridge was built across this lock to give access to the concrete wharf on the river side, which had just been completed by the canal staff.

The concrete bridge over Flagg's creek, at the head of the Rapide Plat canal, was completed.

The walls of Lock No. 25 required very extensive pointing, which was done in the spring before the opening of navigation.

At lock No. 25, there were put in 24 iron snubbing posts, set in a base of concrete; at lock No. 28, 5 were put in; and 50 were got ready for lock No. 22.

A railing of iron pipe was erected along the sidewalk between the bridge and the weir at Iroquois.

Extensive repairs were made to the riprap; the outer end of the south lower entrance pier was rebuilt; and very extensive work was done in filling the cribs of the wharf at the north lower entrance to the old lock; all on the Iroquois section of the Galops canal.

THE MURRAY CANAL

was opened to navigation on April 19 and closed December 4.

All the structures on this canal are in an excellent state of repair. The ditches are carefully watched and opened up in good season so that there has been no overflow across the banks for some years. Any broken spots in the riprap are at once patched, so that the earth banks are always well protected. And the bridges and houses are kept well painted and repaired.

The shops and the storehouse was moved from the Brighton bridge to a location on the canal lands near the wharf at the Smithfield bridge, and put under one roof. It now makes an attractive one-story building, 25 feet x 50 feet x 12 feet posts, clapboarded, with metal roof, all neatly finished and painted.

I have to draw attention again to the need for greater depth of water in the canal. The traffic continues to increase, and vessel owners are insistent in their demands for a depth of water that will permit loading to St. Lawrence canals draft.

Appended are statements of fines and damages, and water levels.

I have the honour to be, sir,
Your obedient servant,

W. A. STEWART,
Superintendent.

W. A. Bowden, Esq., C.E.,
Chief Engineer, Department of Railways and Canals,
Ottawa, Ontario.

RECORD of highest and lowest levels of water on the 'Ontario St. Lawrence Canals' for year ending March 31, 1912.

Months.	Cornwall Canal.				Farran Point Canal.				Rapide Plat Canal.				Galops Canal.				Lift Lock.		Murray Canal	
	Lock 15.		Lock 21.		Lower Lock 22.		Upper Lock 22.		Lock 23.		Lock 24.		Lock 25.		Lock 27.		Lock 28.			
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.
1911.	Pds.	Pds.	Pds.	Pds.	Pds.	Pds.	Pds.	Pds.	Pds.	Pds.	Pds.	Pds.	Pds.	Pds.	Pds.	Pds.	Pds.	Pds.	Pds.	Pds.
April	21·7	15·2	15·7	15·1	17·7	16·6	18·0	17·0	16·8	16·0	16·5	15·2	19·3	18·1	15·8	14·9	16·7	15·1	12·9	12·3
May	15·4	15·0	15·8	15·4	18·0	17·0	18·7	17 3	17·8	16·5	16·9	16·0	20·5	19·1	16·0	15·4	16·8	15·6	13·0	12·5
June	15·2	15·0	15·8	15·3	17·6	17·0	18 2	17·4	17·4	16·5	16·8	16·0	20·0	19·2	16 2	15·5	16·8	15·9	13·1	12·5
July	15·1	14·8	16·6	15·2	18·8	16·9	19·2	17·4	18·4	16·5	18·2	15·9	21·6	19 1	16·8	15·4	17 9	15·8	13·0	12·0
August	14·9	14·6	15·4	14·8	17·5	16·4	17·9	16·9	16·6	15·8	16·2	15·2	19·3	18.2	15·8	14·9	16·0	15·0	12 7	12·2
September	14·7	14·3	15·2	14·4	17·0	16·0	17·5	16·5	16·2	15·1	16·0	14·8	18·9	17·8	15 4	14·4	15·6	14·6	12·4	12·0
October	14·7	14·1	15·2	14.3	16·9	15·8	17·2	16·1	16·0	15·0	16·0	14·7	19·1	17·5	15·7	14·3	16·0	14·4	12·1	11·1
November	14·6	14·0	15·7	14·3	17·3	15·8	17·7	16·0	16·9	15·1	16·2	14·6	19·5	17·5	15·8	14·1	16·2	14·3	12·0	10·9
December	15·6	14·3	15·5	14·4	17·6	16·0	17·9	16·3	16·4	15·0	16·0	14·8	19·0	17·1	16·4	14·2	16·4	14·4	12·5	11·4
1912.																				
January	26·3	14·6	16·0	13·4	18·2	16·2	18·6	16·5	17·2	15·0	16 8	13·5	20·4	16·1	16·1	13·4	16·9	14·0	12·3	12·0
February	25·1	22·2	15·0	12·5	19 0	15·9	19·9	16·3	16·5	14·5	14·7	13·0	17·3	18.4	11·8	13·0	15·0	13·4	12·3	11·9
March	25·0	21·7	15·8	14·5	18·2	16·6	19·4	16·7	15·0	14 2	16·3	15·2	17·7	16·6	14·2	13·4	14·5	13·8	12·6	12·0

STATEMENT of fines and damages in connection with 'Ontario St. Lawrence Canals' during season of 1911.

CORNWALL CANAL.

Lock.	Date.	Name of Vessel.	Damage.	Fine.	Name of Owner.	Remarks.
	1911.		$ cts.	$ cts.		
17	May 7	H. M. Pellatt		25 00	Can. Lake & Ocean Nav. Co	Paid.
	" 6	Scow and Barge		75 00	Fallon Bros	"
21	" 10	Simla	10 50		Calvin Co	"
15	" 14	Barge Cornwall	5 37		Montreal Transportation Co	"
	" 20	Hecla		5 00	Ogdensburg Coal & Towing Co	"
21	" 28	Muskoka	3 91		Montreal Transportation Co	"
17	July 5	Simla		10 00	Calvin Co	"
20	" 10	Waccamaw	25 00		J. L. Croswaite	"
18	May 20	Nicaragua	1,017 19		Ogdensburg Coal & Towing Co	"
	Oct. 5	Edwards		25 00	Ottawa Transportation Co	"
	" 12	Onward		5 00	Capt Cline	"
21	Aug. 26	Bangor	10 29		Montreal Transportation Co	"
	July 10	Raleigh	416 54		Henry Wineman	"

WILLIAMSBURG CANALS.

24	June 17	Hilda		50 00	Carbray Son & Co	Paid.
25	July 9	Keystorm	40 00		Keystone Transportation Co	"
28	May 3	R. T. Holcomb	611 41		Edwardsburg Starch Co	"

DEPARTMENT OF RAILWAYS AND CANALS,

ONTARIO—ST. LAWRENCE CANALS,
RESIDENT ENGINEER'S OFFICE,

CORNWALL, April 1, 1912.

SIR,—I have the honour to submit herewith my annual report on the works under my direction for the fiscal year ending March 31, 1912.

CORNWALL CANAL.

Improving Upper Entrance to Lock 17.—The contract for this work, which is described in my last annual report, was awarded to Messrs. Fallon Bros., of Cornwall, on June 1, 1910.

Work was immediately commenced and carried on without interruption till the close of the season of 1910.

The water was drawn out of the canal on April 4, 1911, when work on this contract was immediately resumed and by May 1, when navigation opened, the whole of the concrete in the approach wall at the head of the lock had been brought well above the level of water. The head race to the supplementary waste weir was also completed.

The work of filling behind walls, constructing tail race to weir and completing the dredging in canal above lock was immediately commenced and the whole of the work embraced in this contract was finally completed in December, 1911.

The work done has greatly improved the approach to this lock for boats downward bound, while by the construction of the supplementary waste weir no difficulty is experienced in regulating the water in the level above the lock when the mills at the foot of the canal are closed down. The final estimate for this work has been paid.

Improving Upper Entrance to Lock No. 19.—This work, the contract for which was awarded to Messrs. Fallon Bros., of Cornwall, on May 30, 1911, comprises the extension of the short approach wall on the north side of the upper entrance to this lock for a distance of 200 feet. The work consists of a line of cribwork surmounted by concrete walls filled between with stone and covered with a concrete floor.

Work on this contract was commenced on July 6 and finally completed on December 6. The final estimate for this work has been paid.

The culvert under the canal at Robertson's creek a short distance below lock No. 20 was extended 30 feet and the high bank at this point, which has for some years been in a leaky condition, was reinforced with a heavy earth embankment.

Seven new valves for the guard weir above lock No. 20 have been constructed and will be placed in position as soon as possible after the opening of navigation.

An addition to the canal office, 17 ft. x 42 ft., was built last season, and completed in a satisfactory manner by day labour.

The increased accommodation thus afforded was very much needed.

A contract was entered into with Mr. J. J. Fallon on August 23, 1911, for the construction of an iron working shop 32 x 53 ft. Work was commenced on this contract in August and the building was completed in December. The final estimate for this work has been paid.

A reinforced concrete coal shed, 23 ft. x 64 ft., was also constructed near the head of old lock No. 17. The work was done by day labour.

Extensive improvements were made to the repairing basin between old locks No. 16 and No. 17. While the canal was unwatered in April, 1911, the old mitre sill and a portion of the platform at the foot of old lock No. 17 were removed, foundations cleaned out, and a new concrete mitre sill and platform put down. A concrete

cut-off wall was constructed at the end of the lock foundation and a concrete culvert was built from the foot of old lock No. 17 to the head of old lock No. 16 along the centre of the repairing basin to carry the leakage. The bottom of the basin was graded and concrete ways built on the south side of this culvert for the use of boats making repairs. A concrete retaining wall, 8 feet high, was constructed along the front of the high level berme from lock No. 17 to lock No. 16, the high level berme was properly graded throughout and concrete ways laid down over the whole area.

On the north side of the basin a concrete retaining wall, 6 feet high, has been constructed for about $\frac{2}{3}$ of the length of the basin, and the grading of the high level berme partially completed.

All of this work, which should be completed this season, will when finally completed, as designed, double the previous capacity of the basin.

A contract was entered into with the Randolph MacDonald Co., Limited, in August, 1910, for certain necessary dredging at different points in the canal and was partially completed during the season of 1910. Work was resumed on this contract on May 11, 1911, and completed on June 9 in a satisfactory manner. High areas in the canal were removed in the vicinity of the upper dam below lock No. 21, and also below locks No. 18 and 19, the head race to the large waste weir at the lower dam was deepened as well as the intake to the weir at lock No. 19. The approaches to the docks at Mille Roche and Moulinette were also widened and deepened.

FARRAN POINT CANAL.

A contract was entered into with The Randolph MacDonald Co. Ltd., on May 22nd, 1911, for improving the lower entrance to this canal which is extremely difficult of approach by vessels, owing to the very strong and variable cross currents in the river. The work as designed comprises the extension of the north entrance pier for a distance of 1140 feet, consisting of a line of heavy cribwork surmounted by concrete walls filled between with stone. The replacing of the top of the present timber pier with concrete walls is also provided for.

The work was commenced on June 17th and vigorously carried on till the close of navigation with the result that the dredging for crib seats was completed, all of the cribs were placed in position and partially filled with stone, and a number of concrete blocks constructed ready for placing in walls.

The remainder of the stone filling was placed in cribs during the winter. Work will be resumed on this contract as soon as the weather will permit and will be carried to completion this season.

RAPIDE PLAT CANAL.

A contract was entered into with Messrs. Fallon Bros. on July 3rd, 1911, for the removal of certain high areas throughout this canal. Work was immediately started and carried to completion on October 29th. All of the known high areas were covered by the dredge and the bottom of this canal is now in very fair condition.

The channel was also slightly widened around the sharp curve at the west end of the village of Morrisburg. The final estimate for this work has been prepared and sent to the department.

Tenders were invited for the work of improving the lower entrance to lock No. 24 on April 15th, 1911.

The result proving unsatisfactory to the department, tenders were again called for on May 19th and the contract for this work was awarded to Messrs. Roger Miller & Sons on September 2nd.

The work as designed comprises the widening and straightening of the canal immediately below the lock, and the construction of a timber and concrete approach wall on the north side of the lower entrance.

Work on this contract was commenced on Sept. 28th and carried on without interruption till Jan. 17th, 1912, when it being found impossible, owing to the severity of the weather, to continue, the work was closed down for the season.

Owing to the delay in awarding this contract the amount of work performed last season fell far short of what was anticipated. Half of the cribs were placed in position and filled with stone, and a good start has been made on the excavation. All of the timber for cribwork has been delivered, and, as soon as the weather will permit, operations will be resumed and the work will be carried on with a view to bringing it as near to completion within the specified time as possible.

A survey was made last season for the purpose of improving the upper entrance to this canal and adapting it to the use of boats passing down the river. A general plan of the proposed improvement together with an approximate estimate of cost has been prepared and sent to the department.

The question of making the upper entrance to this canal possible for downward bound boats demands immediate attention.

During the months of October and November last year, vessels were forced to lighter to 13 feet in order to pass down the river through the Rapide Plat opposite this canal, while it is not safe and well nigh impossible for boats of the larger class to enter the canal from above, as the entrance is at present.

GALOPS CANAL.

A contract was entered into with the Randolph MacDonald Co. Ltd., for improving the upper entrance to lock No. 28, the lock used by downward boats to overcome the Galops rapids.

Work on this contract was immediately commenced and carried on with fair progress till Dec. 12th when operations were suspended for the season.

The work as designed comprises the construction of a timber and concrete approach wall, 725 feet long, on the south side of the upper entrance to this lock, as well as the dredging necessary to prepare seat for same.

Two hundred and forty feet of the cribwork has been completed and concrete blocks, forming the lower part of the concrete wall, placed in position, for the same distance.

The cribs in position have also been filled behind with earth.

Work on this contract will be resumed as early as possible and it is expected will be completed within the specified time.

A concrete superstructure was placed on the old river dock at Cardinal, and a bridge was erected across old lock No. 26 to give access to the dock. The work was done by day labour.

MURRAY CANAL.

A contract having been awarded to Mr. W. E. Phin for the removal by dredging of certain high areas in the bottom of this canal, work was commenced on August 9 and carried on without interruption till November 16, when it was stopped for the season.

Payment for this work was made by the hour for the plant employed and the work was diligently prosecuted and carried on in a very satisfactory manner by the contractor.

There still remains to be removed certain high areas at the entrances to the canal and for this purpose a sum of $9,000 has been included in the estimates for 1912-13.

A survey is now in progress with a view to ascertaining the extent and cost of the work necessary to give a navigable depth of 14 feet in this canal at low water stage in Lake Ontario. As originally designed and built, this canal provided for a depth of 11 feet only at the low water stage of Lake Ontario.

The large increase in traffic through this canal during the past three years, and the increasing number of vessels of the larger class using this waterway would seem to warrant the deepening of this canal to provide a navigable depth of 14 feet at low water stage in Lake Ontario.

I have the honour to be, sir,
Your obedient servant,

C. D. SARGENT,
Resident Engineer.

W. A. Bowden, Esq., C.E.,
Chief Engineer, Department of Railways and Canals,
Ottawa, Ontario.

WELLAND CANAL,

Superintending Engineer's Office,
St. Catharines, May 3, 1912.

Sir,—I have the honour to report upon the maintenance and operation of the Welland canal and its branches for the fiscal year ending March 31, 1912.

NAVIGATION SEASON.

The canal opened for navigation on April 15, and closed December 15, 1911.

ACCIDENTS.

On Thursday, July 20, 1911, a Grand Trunk engine of the heaviest class, after taking water at the tank at Port Colborne, proceeded westward at 10.45 p.m., when the swing-bridge was open, and fell with the tender into the canal, blocking the channel to navigation. The company's wrecking outfit was brought promptly to the scene and the tender removed on Friday morning. Though the cranes were powerful enough to lift the engine, the chains and other lifting apparatus proved too light, and on Saturday Mr. Hogan's dredge was brought into service and succeeded in pulling the engine down stream and clear of the channel. Navigation was resumed at 2 a.m. Sunday.

Another serious accident occurred during the year, when the steamer *Keywest*, bound up on August 20, 1911, carried away three gates in lock No. 21. Repairs were carried out quickly, spare gates being stepped, and navigation resumed in twenty-four hours.

IMPROVEMENTS—NEW CANAL.

Mr. J. E. Russell completed his contract for widening the canal near Welland. This effects a much needed improvement.

R. D. Weddell & Company completed their contract for the construction of a turning basin at Thorold.

This will enable vessels not wishing to proceed through the canal to be turned at this point.

PORT COLBORNE.

Messrs. Hogan & Macdonnell have not quite completed their contract, entered into in 1900, which covered the bulk of the improvements done at Port Colborne.

Good progress was made by M. J. Hogan in the contract entered into late in the year 1911, for widening the deep-water channel along the west pier and extending the mooring dock west of the government elevator.

The government elevator did a good business, handling 7,000,000 bushels of grain. The receipts for handling paid all operating and repair expenses for the year and left a net surplus of over $20,000. The storage facilities proved inadequate to the business offering, and an appropriation has been granted to increase the storage capacity to 2,000,000 bushels, instead of 800,000 as at present. The foundations for this extension to the elevator were constructed when the elevator was built, and the enlargement will be done during the coming year.

REPAIRS—NEW CANAL.

Ordinary repairs to the structures on the new canal were carried out during the year. Lock No. 18 was unwatered in March, 1912, and the foundation of the upper recess, which had been undermined, repaired in concrete.

REPAIRS—OLD CANAL.

The water was drawn off the old canal for ten days at the beginning of April, 1911, and repairs made to the under-water structures.

Ordinary repairs were carried out during the year.

During October, 1911, a serious washout in the bank of hydraulic race No. 3, leading to the Hedley Shaw Milling Co.'s mill, occurred. The canal repair staff effected temporary repairs speedily, in order to permit the other mills on the raceways to resume operations. The cost was borne by the company, who are arranging to strengthen this bank and prevent the recurrence of similar accidents in the future.

WELLAND CANAL FEEDER.

Ordinary repairs were made and the back ditches in several places were cleaned out.

The single-track swing bridge above the lock at Dunnville was replaced by the double-track bridge, which formerly crossed the new canal at Welland; the substructure being rebuilt and the bridge adapted to suit the rquirements. Owing to the large amount of highway traffic this was a much needed improvement. A reinforced concrete highway bridge was built across the Welland raceway at Jane street, Welland.

GENERAL.

The water in lakes Erie and Ontario was fairly up to normal all summer, but Lake Erie became low towards the end of the navigation season.

Mr. Wm. Aikens was superannuated on August 1, 1911.

The following superannuated employees died during the year:—

John Steffens, on October 19, 1911.

George Hannah, on December 25, 1911.

Horton Plunstell, on January 17, 1912.
John Paxton, on January 26, 1912.

Attached is a statement of moneys collected for damages caused to canal property by different vessels; also a statement showing the highest and lowest recorded depths of water on the mitre sills of the locks at Port Dalhousie and Port Colborne for each month of the year.

I have the honour to be, sir,

Your obedient servant,

J. L. WELLER,
Superintending Engineer.

To W. A. BOWDEN, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

SESSIONAL PAPER No. 20

WELLAND CANAL.

STATEMENT showing the highest and lowest depths of water on the Lower Mitre Sill, Lock No. 1, New Welland Canal, Port Dalhousie, for the fiscal year ending March 31, 1912.

Months.	Lower Sill.				Months.	Lower Still.			
	Highest.		Lowest.			Highest.		Lowest.	
1911.	Ft.	In.	Ft.	In.	1911.	Ft.	In.	Ft.	In.
April	15	6	14	10	November	14	6	14	3
May	15	7	15	4	December	14	3	14	9
June	15	9	15	5	1912.				
July	15	7	15	3					
August	15	5	15	1	January	14	9	14	6
September	15	1	14	9	February	14	9	14	5
October	15	0	14	6	March	15	1	14	8

WELLAND CANAL.

STATEMENT showing the highest and lowest depths of water on the Upper Mitre Sill, Lock No. 27, New Welland Canal, Port Colborne, for the fiscal year ending March 31, 1912.

Months.	Upper Sill.				Months.	Upper Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1911.	Ft.	In.	Ft.	In.	1911.	Ft.	In.	Ft.	In.
April	15	0	13	0	November	16	2	12	3
May	16	5	13	8	December	17	11	12	11
June	15	7	13	11	1912.				
July	16	9	13	11					
August	14	9	12	11	January	15	11	13	1
September	14	8	13	6	February	13	7	10	11
October	14	7	12	11	March	14	0	12	6

WELLAND CANAL.

STATEMENT of damages to Welland Canal Property during the fiscal year ending March 31, 1912, and amount paid on account of said damages.

Date of Damage.	Name of Vessel.	Amount of Damage.	Amount Paid.	Date Paid.	Where Paid.
1911.		$ cts.	$ cts.	1911.	
April 26....	Steamer "Midland Queen".....	71 13	71 13	June 28....	Port Dalhousie.
" 30....	" "Keywest".....	12 38	12 38	" 28....	"
May 19 ..	Brg. "Ceylon"	15 05	15 05	Sept. 21....	"
" 28....	Tug, "Minitago".....	35 21	35 21	Aug. 12....	"
June 3....	Str. "Turret Court"..	16 25	16 25	Sept. 11....	"
" 23....	" "Keystorm".....	105 75	105 75	Nov. 13....	"
July 3....	" "J. R. Langdon".....	38 55	38 55	Sept. 11.. .	"
" 29....	" "Columbia"	25 75	25 75	" 19....	"
Aug. 6....	" "Raleigh '.....	28 98	28 98	Aug. 15....	"
" 8 ...	Tug "T. C. Lutz".....	17 30	17 30	Sept. 11....	"
" 18....	Str. "Turret Court".....	32 96			"
" 19....	" "D. A. Gordon"....	16 15	16 15	.....	"
" 20....	" "Keywest".....	6,967 33	6,967 33	Aug. 22....	"
Sept. 2....	" "Woccomaw".....	26 50	26 50	Jan. 31-12..	"
" 7....	Tug "Argosy".....	31 15	31 15	Nov. 13-11..	"
Oct. 23....	Str. "Keywest".....	164 18	164 18	.....	"
" 24....	S. O. Co. Barge 121.....	25 00	25 00	Oct. 28-11..	"
" 30....	Str. "Toiler"....	18 90			

SAULT STE. MARIE CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

SAULT STE. MARIE, ONT., April 19, 1912.

SIR,—I have the honour to report upon the maintenance and operation of the Sault Ste. Marie canal, for the fiscal year ending March 31, 1912.

The canal was opened for traffic on April 22, 1911, and was closed on December 13, having been in operation for two hundred and thirty-five days.

The traffic passing this point through the Canadian and United States canals, shows a decrease over last year. The freight tonnage amounted to 53,477,216 tons, a decrease of 14·25 per cent, the passengers number 79,591, an increase of 12 per cent, and the registered tonnage of vessels amounted to 41,653,488, a decrease of 16·5 per cent.

While there has been a falling off of 16·5 per cent in the total registered tonnage of both canals, the Canadian registered tonnage, through both canals, has increased by 171,336 tons or 5·5 per cent.

The freight tonnage through the Canadian canal amounted to 30,953,455 tons, a decrease of 15 per cent; the passengers number 38,566, an increase of 14·75 per cent, and the registered tonnage amounted to 19,331,966, a decrease of 17 per cent.

ACCIDENTS.

There were no accidents of such a nature as to seriously interfere with navigation.

On May 12, 1911, while the steamer *E. Y. Townsend* was entering the lock, upbound, the suction from her wheel drew the north lower guard gate away from the wall.

The gate was fastened to the lock wall by a bolt attached to the bridge, and when the gate was drawn away from the wall the bridge lifted, and parted from the gate. The lifting of the bridge was apparently caused by the omission of a bolt on the face of the gate during construction.

On June 19 the steamer *Hamonic* collided with the lock wall, breaking the coping.

On August 8, while the steamer *Isaac L. Ellwood* lay tied up to the eastern end of the upper south pier, the steamer *Kaministiquia,* upbound, took a sheer to port and collided with the *Ellwood* doing damage to the bows of both vessels.

No satisfactory explanation was given as to the cause of the accident, but it was likely caused by the suction between the south entrance wall and the stern of the *Kaministiquia.* When the latter left the entrance wall the suction would cease to act causing the vessel to sheer to port.

On September 8, the steamer *Newona* collided with the lower south wooden pier doing slight damage.

On October 17, at 4.30 a.m.. while the steamer *Emperor,* 525 feet long, was locking down, the lockmaster signalled to turn on the water at the upper gates for the purpose of flooding the vessel out of the lock, before the captain was on board, mistaking another man for the captain. The vessel started ahead with the flood before her lines were let go, breaking her lines, breaking the forward chock and carrying away about fifty feet of her railing. The vessel might have been stopped without further damage, had she not dropped her anchor in the lock, with the result that the anchor went through the bottom of the vessel, and caused her to settle on the bottom after she had passed out of the lock.

After lightering a portion of her cargo the *Emperor* proceeded on her way to Port Colborne.

On October 23, the steamer *Caribou* broke all four blades off her wheel on an old gate which had been standing against the end of the lower north pier, and which had fallen over.

REPAIRS.

The work of rebuilding the timber top of the lower north pier, was in progress during the latter part of last season, and about four hundred feet in length was completed. There still remains about seven hundred feet in length, of this pier, to be built, and this work will be done during the coming season.

The repairs to the wickets of the movable dam, which had been damaged by the accident of June 9, 1909, were completed and the dam is now in good condition and ready for service.

The usual cleaning, painting and repair work in connection with the lock, buildings and machinery was performed at the close of navigation last season and during the present spring.

The usual work of looking after the grounds was performed during last season, some trees were planted and a portion of the driveway through the grounds was improved by making a roadbed of cinders.

IMPROVEMENTS.

The improvements to the power house which were approaching completion at the close of the last fiscal year were finally completed by the installing of the new governor and the placing of a reinforced concrete cover over the top of the reservoir which forms the opening in the penstock.

These improvements to the power house have given entire satisfaction in the working of the machinery.

A new shed 24 feet by 75 feet was erected close to the shops for the purpose of storing lumber, iron and other supplies.

The work of rebuilding the upper north pier for five hundred feet in length was completed; and this pier will be used for the first time during the coming season.

The work of extending this pier an additional three hundred feet, is under way and will be completed during the coming season.

The usual statements are attached showing the traffic passing this point through the Canadian and American canals.

I have the honour to be, sir,

Your obedient servant,

J. W. LEB. ROSS,
Superintending Engineer.

W. A. BOWDEN, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

REPORT of Traffic passing Sault Ste. Marie through Canadian and American Canals

Year.	Number of Vessels passed.	Registered Tonnage of Vessels.	Total Freight Tonnage.	Cost of carrying per mile ton.	Estimated Value of Freight Carried.	Percentage of Freight Carried in Vessels.	Number of Passengers.
				Mills.	$	p. c.	
1855	193	106,296	14,503	..	..	..	4,270
1860	916	403,657	153,721	..	..	..	9,230
1865	997	409,062	181,638	..	..	..	19,777
1870	1,828	690,826	539,883	..	..	..	17,153
1875	2,023	1,259,534	833,465	..	..	..	19,685
1880	3,503	1,734,890	1,321,906	..	..	..	25,766
1885	5,380	3,035,987	3,256,628	..	..	..	36,147
1890	10,557	8,454,435	9,041,213	1·3	102,214,948	3·5	24,856
1891	10,191	8,400,685	8,888,759	1·35	128,178,208	4·0	26,190
1892	12,580	10,647.203	11,214,333	1·31	135,117,267	3 8	25,896
1893	12,008	8,949,754	10,796,572	1·1	145,436,957	4·1	18,869
1894	14,491	13,110,366	13,195,860	0·99	143,114,503	3·5	27,236
1895	17,956	16,806,781	15,062,580	1·14	159,575,129	3·75	31,656
1896	18,615	17,249,418	16,239,071	1·0	195,146,842	3·0	37,066
1897	17,171	17,619,923	18,982,755	0·83	218,237,927	3·0	40,213
1898	17,761	18,622,764	21,234,634	0·79	233,069,739	2·2	43,426
1899	20,255	21,958,347	25,255,810	1·5	281,364,750	3·1	49,082
1900	19,452	22,315,834	25,643,073	1·18	267,011,959	3 0	58,555
1901	20,041	24,626,976	28,403,065	0 99	289,906,865	4·0	59, 63
1902	26,659	31,955,582	35,961,146	0·89	358,306,300	4·0	59,377
1903	18,5 6	27,736,444	34,674,437	0·92	349,405,014	6·0	55,175
1904	16,120	24,364,138	31,546,106	0·81	334,502,686	6·0	37,695
1905	21,679	36,617,699	44,270,680	0·85	416,965,484	5·0	54,204
1906	22,155	41,098,324	51,751,080	0·84	537,463,454	5·0	63,033
1907	20,437	44,087,974	58,217,214	0·80	569,830,188	5·0	62,758
1908	15,181	31,091,730	41,390,557	0·69	470,141,318	7·0	53,287
1909	19,204	46,751.717	57,895.149	0·79	626,104,173	6·0	59,948
1910	20,899	49,856,123	62,363,218	0·74	654,110,844	6·0	66,933
1911	18,673	41,653,488	53,477,216	0 67	595,019,844	6·0	79,951

SAULT STE. MARIE CANAL.

Comparative Statement Since Opening of Lock September 9, 1895.

—	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.
	1895		1896		1897	
Period Open	Sept. 9. to Dec. 6.		May 7. to Dec. 10.		April 21. to Dec. 14.	
Canad. Regist. Tonnage	125,240		586,571	461,331	398,343	—188,228
U. S. Registered Tonnage	623,131		3,810,794	3,187,663	3,406,018	—404,776
Total Tonnage	748,371		4,397,365	3,648,994	3,804,361	—593,004
Lockages	698		3,042	2,344	2,976	—66
Vessel Passages	1,193		5,189	3,996	4,376	—813
Time Passing Lock	212 h. 27 m.		984 h. 22 m.	771 h. 55 m.	684 h. 11 m.	—300h. 11m.
Average Time Lockage	18·26 min.		18·42 m.		13.97 m.	
	1898		1899		1900	
Period Open	April 11. to Dec. 9.		April 26. to Dec. 20		April 23. to Dec. 16	
Canad. Regist. Tonnage	403,331	4,988	561,759	158,428	579,528	17,769
U. S. Registered Tonnage	2,354,606	-1,051,412	2,388,441	33,835	1,616,139	—772,302
Total Tonnage	2,757,937	-1,046,424	2,950,200	192,263	2,195,667	—754,533
Lockages	2,520	—456	2,610	90	2,205	—405
Vessel Passages	3,712	—664	3,820	108	3,163	—657
Time Passing Lock	609 h. 30 m.	—74 h. 40 m.	643 h. 16 m.	33 h. 46 m.	541 h. 24 m.	—101h. 52m.
Average Time Lockage	14·51 m.		14·78 m.		14·75 m.	
	1901		1902		1903	
Period Open	April 20. to Dec. 21.		April 1. to Dec. 20.		April 2. to Dec. 13.	
Canad. Regist. Tonnage	776,331	196,803	1,336,087	589,756	1,616,385	250,298
U. S. Registered Tonnage	1,672,631	56,492	3,238,069	1,565,438	3,145,020	—93,049
Total Tonnage	2,448,962	253,295	4,604,156	2,155,194	4,761,405	157,249
Lockages	2,906	701	3,418	512	3,242	—176
Vessel Passages	4,243	1,080	5,169	926	4,418	—751
Time Passing Lock	724 h. 38 m.	183 h. 14 m.	925 h. 57 m.	201 h. 19 m.	883 h. 10 m.	—42 h. 47 m.
Average Time Lockage	14·96 m.		16·25 m.		16·34 m.	

SAULT STE. MARIE CANAL.

COMPARATIVE STATEMENT Since Opening of Lock September 9, 1895.

—	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.
	1904		1905		1906	
Period Open	April 30. Dec. 26.		April 10. Dec. 20		April 10. Dec. 20.	
Canad. Regist. Tonnage	1,557,335	—59,050	1,799,336	242,001	1,959,186	159,850
U. S. Registered Tonnage	2,637,090	471,930	3,739,224	1,066,134	4,399,990	660,766
Total Tonnage	4,230,425	530,980	5,538,560	1,308,135	6,359,176	820,616
Lockages	3,012	—230	4,031	1,019	4,152	121
Vessel Passages	4,092	—326	5,853	1,761	5,913	60
Time Passing Lock	811 h. 28 m.	—71 h. 42 m.	1060 h. 38 m.	249 h. 10 m.	1131 h. 23 m.	70 h. 24 m.
Average Time Lockage	16·16 m.		15·79 m.		16.35 m.	
	1907		1908		1909	
Period Open	April 22. Dec. 15.		April 21. Dec. 15.		April 21. Dec. 16.	
Canad. Regist. Tonnage	2,288,349	329,143	2,556,552	268,203	2,912,586	356,034
U. S. Registered Tonnage	9,887,633	5,487,643	7,038,389	—2,849,244	14,899,562	7,861,173
Total Tonnage	12,175,982	5,8.6,786	9,594,941	—2,581,041	17,812,148	8,217,207
Lockages	4,596	444	3,667	—929	5,046	1,379
Vessel Passages	6,153	240	5,344	—809	6,420	1,076
Time Passing Lock	1378 h. 58 m.	247 h. 35 m.	1258 h. 50 m.	—120h. 08 m.	1853 h. 45 m.	594 h. 55 m.
Average Time Lockage	18.10 m.		20·60 m.		17·31 m.	
	1910		1911			
Period Open	April 12. Dec. 15.		April 22. Dec. 13.			
Canad. Regist. Tonnage	3,122,068	209,482	3,089,863	—32,205		
U. S. Registered Tonnage	20,227,083	5,327,521	16,242,103	—3,984,980		
Total Tonnage	23,349,151	5,537,003	19,331,966	—4,017,185		
Lockages	6,110	1,064	5,229	—881		
Vessel Passages	8,285	1,865	6,802	—1,483		
Time Passing Lock	2327 h. 40 m.	473 h. 55 m.	1704 h. 25 m.	-623 h. 15 m.		
Average Time Lockage	22·86 m.		19·55 m.			

NOTE—While the Canadian registered tonnage for 1911 shows a decrease of 32,205 tons, through the Canadian lock, there is in realty an increase of 171,336 tons when both the Canadian and U. S. canals are taken into consideration, as a large number of Canadian vessels went through the U. S. Canal.

SAULT STE. MARIE CANAL.

ENGINEER'S OFFICE,

SAULT. STE. MARIE, ONT., April 22, 1912.

DEAR SIR,—I have the honour to submit my annual report on the improvements in progress to the entrances of the Sault Ste. Marie canal, for the fiscal year ending March 31, 1912.

REBUILDING OF THE NORTH PIER AT THE UPPER ENTRANCE.

A contract was entered into with Mr. J. J. Collins, on September 18, 1909, and was brought to a satisfactory completion on September 20, 1911. The work embraced in the contract consisted in the removal of the old pier, about 500 feet in length, and the construction of a concrete pier of similar length, on a line and continuous with the north entrance wall from its western end.

Backfilling of suitable material, chiefly rock, was provided at the shore end of the pier, and it will be necessary to extend this work along the full length of the pier this coming season.

EXTENSION OF NORTH PIER AT THE UPPER ENTRANCE.

A contract was entered into with Mr. John F. Boyd, on July 20, 1911, for the construction of a pier 300 feet in length, forming an extension westerly to the north entrance pier. Work was started on this contract September 5, 1911, but slow progress was made owing to the difficulty in obtaining timber at the time the contract was awarded and the lateness of the season in starting work. The total value of work done and material delivered amounted to $16,040.50, or about 42 per cent of the value of the contract. The work accomplished consisted in the framing of two cribs 100 feet in length, and the sinking in place and filling with stone one of the framed cribs.

WIDENING LOWER ENTRANCE.

It is proposed to widen the channelway at the lower entrance during the coming season to provide additional width at a narrow locality in the channel where the boats leaving and entering the lock find difficulty in passing with safety.

I have the honour to be, sir,
Your obedient servant,

F. B. FRIPP,
Engineer in charge.

W. A. BOWDEN, Esq.,
Chief Engineer, Department of Railways and Canals,
Ottawa, Ontario.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

OTTAWA, April 1, 1912.

SIR,—I have the honour to submit herewith my report on the Rideau canal for the fiscal year ending March 31, 1912.

Navigation opened at Ottawa on May 7, 1911.
Navigation opened at Kingston Mills on May 1, 1911.
Navigation closed at Ottawa on November 29, 1911.
Navigation closed at Kingston Mills on November 24, 1911.

It will be observed that for the first time for a great number of years, navigation did not open at Ottawa on May 1, there being a delay of one week in this respect, the reason for which was that the Department of Public Works requested us to delay admitting the water into the canal for one week in order to permit the contractors for the new plaza in this city to complete the coffer-dams for unwatering the foundations for the concrete arches which span the canal.

Last year's freshet commenced about April 6; but on account of the light snowfall, it did not amount to anything in volume; and it was passed through the various waste weirs throughout the canal, without material damage being done—in fact so light was the freshet that Rideau lake (the main source of water supply for this canal from Smith's Falls to Ottawa) did not fill up to within seven or eight inches of its normal spring height.

Also our reservoirs at Bob's lake and at Wolfe lake did not fill up to normal height, the former being fifteen inches and the latter five inches below normal after the freshet had subsided.

For these reasons, coupled with the fact that last summer was again unusually dry, through navigation was again suspended above Smith's Falls at the end of September, the lighter draught boats being able to pass through as usual, but the heavier ones being compelled to ply between Ottawa and Smith's Falls only, on the eastern end, and from Kingston to Olivers Ferry on the western end of the canal.

I had an examination made last summer, of the lakes tributary to Rideau lake, with a view to storing the water therein contained, by means of dams at their outlets, so as to feed Rideau lake in low water; but there are only two that could be so utilized; and they are both so small as to render this scarcely worth while, when the cost of acquiring the necessary rights, construction of dams, maintenance, and salaries of caretakers are taken into consideration.

The two lakes referred to are as follows:—

Bass lake, flowing into Rideau lake on its south side, near Olivers ferry; and which is only about one and a quarter square miles in extent, and which could hold back four feet of water.

Black lake, flowing into Rideau lake on its north side, about half-way between Olivers ferry and the Narrows lock, is about two square miles in extent; and could hold back four feet of water; so that the total reserve from these two lakes would amount to about three and a quarter square miles of water four feet deep.

However, as Rideau lake is about sixty square miles in area, this would only add a little over two inches of water to its depth; which is quite out of proportion to the cost of carrying this scheme into effect.

It must also be remembered that these two lakes are situated at some distance from Rideau lake, so that the creeks leading from them to Rideau lake, would have to be straightened and deepened:—all of which materially add to the cost of the work.

I am again glad to be able to report a very substantial increase in the number of lockages throughout the canal:—particularly at Poonamalie lock station, through which 4,658 boats passed last year, an increase of more than 900 over the previous year.

Also in the vicinity of Ottawa the number of boats locking totalled 3,743 last year—an increase of 876 over the year before.

The principal works and repairs executed along the line of the canal during the past fiscal year are as follows:—

OTTTAWA LOCK STATION (8 Locks and 1 Basin).

Considerable repairing was done to about 500 feet of the wharf on the west side of the basin—two to three courses of unsound timber being taken out and replaced with new timber, and the whole replanked with 3-inch plank. A new set of 7

stoplogs of Douglas fir 34′ x 13″ x 16″ was furnished for the river lock. Portions of the roadways round the basin wharves, were repaired and macadamized.

The water in the Ottawa river, the eastern entrance to the canal, fell for one day (October 29), to 5 feet 7 inches on the sill; but this was occasioned by a heavy southwest wind, and it rose again next day to 5 feet 9 inches; and this latter level is really the lowest for the year.

Some difficulty was occasioned to boats entering the lower lock, on account of low water towards the end of the season; and in addition to this the bottom of the lock itself is covered with an accumulation of sawdust and debris from the river; so that considerable lightering of cargoes had to be resorted to by boats coming up from the river into the basin. It must, however, be borne in mind that these boats are usually loaded down to 7 feet, whereas the official draught of water in the Rideau canal is 5 feet.

An attempt was made last January to pump out the river lock for the purpose of cleaning out the above mentioned debris therein, and for this purpose the stoplogs were put in, and the wing walls sheeted all round, and clay placed in front thereof. An eight-inch centrifugal pump mounted on a scow, then attempted to pump the lock; and although there was only a depth of 9 feet 6 inches on the sill at the time, the water in the lock could not be lowered more than 2 feet 6 inches. I sent divers down to try and locate the leaks, and they reported that the masonry pavement between the wing walls was broken outside the stoplogs; so as it was too late in the season to attempt building a long coffer-dam entirely outside the wing walls, the attempt to pump the lock was abandoned. I propose to try and clean out the bottom of the lock next summer by means of divers.

The cause of the break in the pavement has, I consider, been occasioned by the rush of water from the sluices when emptying the lock (these sluices being in the lower portion of the gates themselves), and is the result of 80 years service. Later on it may be necessary to build a coffer dam and pump the lock for the purpose of repairing this pavement, but there is no immediate danger to navigation from this source.

The roadway down the east side of the locks has been closed by the construction of the new Chateau Laurier, and the upper portions of lock No. 8 have, to a certain extent, been constricted by the building of the new Plaza; but as far as navigation is concerned, no injury has been occasioned; and when these works are completed, the appearance of the locks will be very largely improved.

A number of circular life buoys were purchased last summer for this canal, and were to have been placed at the locks and round the basin, as well as at all the other lock stations; but they were not delivered until after navigation had closed; but will be placed throughout the canal this year.

OTTAWA EAST BRIDGE.

Sundry small repairs were made to the bridge and its approaches; and the roof of the bridge house was re-shingled.

BANK STREET BRIDGE.

A new high level concrete bridge is in process of construction at this point, the work being done by the corporation of the city of Ottawa, and this Department contributing $80,000 towards the cost of the same. The old steel swing span has been loaned to the city for the contractors for the new bridge to utilize on temporary piers, to maintain a crossing until the new structure is completed. The Department, therefore, now have no bridge at this point, and the bridge-house is advertised for sale and removal.

CONCESSION STREET BRIDGE.

Sundry small repairs were made to the bridge railing, and the approaches.

HARTWELLS LOCK STATION (2 Locks).

The rebuilding of the lower masonry wing wall on the east side of the lower lock was completed in April last, and the upper lock chamber was grouted. Some more stone lining was placed along the edge of the tow-path road. The lower wing wall on the west side of the lower lock is now being taken down, and will be rebuilt before navigation opens next month.

HOGSBACK LOCK STATION (2 Locks, 1 Swing Bridge).

A considerable quantity of clay was placed in front of the dam, and some stone was placed on edge of tow-path road. A new boom was framed and placed between the ice-breaker piers above the bulkhead, for a distance of over 400 feet. Considerable repairs were made to the cribwork piers and also to the flooring of both bulkheads, and some new stop-logs were purchased for the channel opening in the waste-water channel. Sundry small repairs were also made to the station in general.

BLACK RAPIDS LOCK STATION (1 Lock).

The roof of the lock-house was reshingled. Small repairs were made to the dam, and some stone was placed therein. The much vexed question of the occupation of the canal reserve land has at length been definitely settled, by a fence being built round the same, by order of the Department; and all the canal reserve at this station is now under the charge of the lockmaster.

LONG ISLAND LOCK STATION (3 Locks, 1 Bridge).

Four piers were rebuilt at the White Horse shoal dam, and also one above Manotick bulkhead. Sundry small repairs were made to the station in general.

MANOTICK BRIDGE.

The entire bridge was replanked with 3-inch plank, and sundry small repairs made.

WELLINGTON BRIDGE.

The entire steelwork of all the fixed spans was cleaned by pneumatic sand-blast, and afterwards painted with Esco steel covering. This was the first bridge on this canal to be so treated; and this method of removing all corrosion, scale, old paint, &c., from the steel, by means of a sand-blast is, I consider, by far the best way to clean a steel bridge before painting, as every portion is cleaned.

BECKETTS LANDING BRIDGE.

The steelwork of the fixed spans of this bridge was also sand-blasted and painted with Esco steel paint. A small building at the end of the bridge was purchased for storing tools, &c.

BURRITTS RAPIDS LOCK STATION (1 Lock).

Some stone walling was built along the north side of the upper cut, in continuation to that built last year. Sundry small repairs were made to the station in general.

BURRITTS RAPIDS BRIDGE.

The bridge-keeper's house was reshingled, and small repairs made to the bridge and approaches. Some new fencing was erected in the vicinity of the bridge.

NICHOLSONS LOCK STATION (2 Locks, 1 Bridge).

Sundry small repairs were made to the station in general.

CLOWES LOCK STATION (1 Lock).

The lock was pumped out and thoroughly grouted with Portland cement, and the upper mitre sill was repaired. A new stable was built for the lockmaster to replace the old one which had fallen into decay. A quantity of clay and gravel was placed above the dam, which will be repaired next winter. Sundry small repairs were made to the station in general.

MERRICKVILLE LOCK STATION (3 Locks, 2 Basins, 2 Bridges).

One pair of new lock gates was framed, and will be hung in position this month. One bridge was replanked, and sundry small repairs were made to the station in general.

KILMARNOCK LOCK STATION (1 Lock, 2 Bridges).

Small repairs were made to the back dam. A new approach was built to the swing bridge across the lock. Portion of the dry stone walling on the south side of the upper cut was rebuilt, and sundry small repairs were made to the station generally.

EDMONDS LOCK STATION (1 Lock).

The lower wing walls, piers, and gate recesses of the lock were taken down and rebuilt, the lock having been pumped for this purpose. A new frame storehouse was built to replace the old one. Some new fencing was erected round the canal reserve, and sundry small repairs made to the station in general.

OLD SLYS LOCK STATION (2 Locks, 1 Bridge).

Extensive repairs were made here last winter, the upper portion of the lock having been taken down and rebuilt. This also included a new masonry sill. The work was rendered somewhat difficult owing to the fact that the water could not be run off the upper level, without destroying the power at the Smith's Falls Electric Company's power-house; and as this meant putting the town in darkness for a month at least, the water was kept up to navigation level by means of a coffer dam above the locks, the company contributing portion of the cost of the same.

The old swing bridge was taken down and a new one framed: and the lay by piers at the head of the lock were rebuilt, having been wrecked by ice last spring. Sundry other small repairs were made to the station in general.

SMITH'S FALLS COMBINED LOCK STATION (3 Locks, 1 Basin, 2 Bridges).

The lower wing walls and gate recesses of the lower lock were taken down and rebuilt. The lower sill was also concreted and repaired. A coffer dam was built below the lock and the lock was pumped in order to carry out the above repairs. The swing bridge over the upper lock and the bridge below the basin, were replanked. One pair

of lock gates was renewed. The lock labourer's house and the storehouse were both painted. Additional filling was placed in the southern portion of the basin; and will be again continued next summer. Sundry small repairs were made to the station generally.

SMITH'S FALLS DETACHED LOCK STATION (1 Lock, 2 Bridges).

The old storehouse was taken down and a new one erected. Repairs were made to the rest piers of the swing bridge below the lock. A five-foot concrete sidewalk was built on the west side of the crossing, from the Lombardy road to the fixed bridge across the by wash; and an iron pipe railing erected thereon.

I have had a survey made of the Lower Cut below the lock with a view to having a concrete wall built along the south side of the same, a distance of about 1,000 feet. This will have the effect of materially checking the great waste of water that flows through the seams of the rock, and which flows underground and emerges as a creek on the side of the Lombardy road.

POONAMALIE LOCK STATION (1 Lock).

The flashboards furnished for the dam (mentioned in my last annual report) were not placed in position last spring, as the water in Rideau lake only raised to the bare level of the crest of the dam; and consequently the flashboards were not required to hold back the water. As stated above, I regret to have to again report that Rideau lake fell so low as to suspend through navigation by the end of September; and the reasons for this I have also mentioned.

The north bank of the upper cut was raised and strengthened. One new pair of lock gates was placed in the lock, and sundry small repairs were made to the station in general.

BEVERIDGES LOCK STATION (2 Locks, 1 Bridge).

Repairs were made to the dam, and a considerable quantity of loose rock and boulders was removed from the basin between the locks. A long stretch of cribwork on the east side below the lower lock in Rideau lake, was rebuilt down to low water mark. Small repairs were made to the sluices and to the station generally.

PERTH BRANCH (1 Basin, 4 Bridges).

All four bridges in the town were sand blasted and painted with Esco steel covering.

New 3-inch flooring was laid on Gore street bridge and on Craig street bridge; and portion of the wharf in the basin was also replanked. Repairs were also made to portions of the rest piers of the bridges, the old timber being taken down to low water mark. This work is not yet completed, owing to the failure of Mr. Wm. Allen, of Perth, to deliver the timber as soon as he had agreed to do. This delay, however, will not seriously affect the security of the piers, which will be completed as soon as possible. Small repairs were made to the tow path roads and banks of the canal generally.

BOB'S LAKE RESERVOIR DAM.

No repairs were made to this dam.

OLIVERS FERRY BRIDGE.

No repairs were made to this bridge.

THE NARROWS LOCK STATION (1 Lock, 1 Bridge).

The approaches on each side of the swing bridge across the lock, were taken down and rebuilt. One hundred cubic yards of gravel were placed on the dam, and sundry small repairs were made to the station in general.

WOLF LAKE RESERVOIR DAM.

The west side of the cribwork breakwater was extended 150 feet out into the lake, and the sand which had drifted in between the eastern and western sides, was excavated to a depth of two feet below the sill of the dam, the effect of which will be that we can now draw off fully two feet more water from the lake than heretofore. The creek below the dam requires to be cleaned out also, and will be attended to later on.

NEWBORO LOCK STATION (1 Lock, 1 Bridge).

One pair of lock gates was renewed. The high level bridge across the canal was re-covered with 3-inch plank, and sundry small repairs were made to the station in general.

CHAFFEY'S LOCK SATION (1 Lock, 1 Bridge).

The new wharf at the head of the lock was completed and filled with stone. The lock labourer's house was raised, and a cellar wall built thereunder. The bridge across the by wash was re-covered with 3-inch plank, and sundry small repairs were made to the station in general.

DAVIS' LOCK STATION (1 Lock).

One new sluice frame was framed and placed in the lock walls, and sundry small repairs were made to the station in general.

JONES' FALLS LOCK STATION (4 Locks, 1 Basin, 2 Bridges).

Four new swing beams were framed and placed in the lock gates and two new sluice frames were placed in the locks, together with four new cast-iron flange valves. A considerable quantity of clay was placed on top of the Big Dam, to fill up holes that appear in the same from time to time. Four new chain blocks were placed on the locks. The lower recess, and the bottom of the chamber of the upper lock were concreted and repaired, and repairs were also made to the upper sill itself. General repairs were made to the masonry of the upper locks, and to the station generally.

MORTON DAM.

Sundry small repairs were made to the dam.

BRASS' POINT BRIDGE.

Small repairs were made to the bridge keeper's house, and to the bridge in general.

BREWERS UPPER MILLS LOCK STATION (2 Locks, 1 Basin, 1 Bridge).

One pair of lock gates and one new sluice frame were renewed, and repairs made to some of the other sluices. The middle sill between the two locks, together with the piers and manholes were grouted with Portland cement, the bottom of one of the latter being filled up with concrete. The storehouse was raised, and a stone wall and new sills placed under the same. Two new brick chimneys were built on the lock-house, and sundry small repairs were made to the station in general.

BREWERS LOWER MILLS LOCK STATION (1 Lock, 1 Bridge).

Sundry small repairs were made to the station in general.

KINGSTON MILLS LOCK STATION (4 Locks, 1 Basin, 2 Bridges).

Two pairs of lock gates were renewed, and repairs were made to the sluices of the locks. A long cribwork pier was built above the upper lock, to enable vessels waiting for the locks to tie up, a long needed improvement. A small pier was also built below the lower lock, as a landing stage for gasoline launches and other small craft. The long bridge over the by wash was replanked, and the apron of the upper lock was also replanked and repaired. A new porch was built to the lockmaster's house, and a new roof built over the annex to the block house—the cost thereof being deducted from the security deposit furnished by Messrs. Fallon Bros., who had the contract for the same.

The road from the by wash to the block house, over the curved stone dam was raised and graded with stone and gravel—the work having been done by contract. Stone was also furnished by contract for the filling of the new lay by piers, and also for the embankments.

GENERAL.

The usual spring repairs, consisting of pointing and grouting the lock masonry; painting of lock gates, &c., &c., were executed by the lock labourers during the month of April.

The heavy dimension stone required for the masonry repairs, was taken out of our leased quarry near Westport, and delivered during navigation along the canal to its destination, by our own tug and scows, as well as by private boats. I may say that we had difficulty in procuring the necessary stone for our work last year, on account of the quarry running out. We moved to another quarry, but it could not furnish heavy enough beds; and we consequently had to divide some of the courses of stone in our lock walls, instead of building them uniform, on account of being unable to get out heavy enough courses of stone in the quarry.

The materials required for the year, such as cement, timber of all kinds, paint, oil, hardware, &c., &c., were purchased for us by the purchasing agent of the department.

DREDGING PLANT.

The dredge *Rideau* was employed for two weeks last summer in removing the rock at the entrance to the harbour at Westport, which rock was blasted ready for dredging the previous season. She then returned to the cut at Saw Log Bay above the Town of Smith's Falls. This cut is now finished; but having been made through drowned land, it will probably have to be cleaned out from time to time, as old logs and roots are liable to be washed from the banks into the channel. The dredge also dug out a channel above the detached lock at Smith's Falls; and was then towed down to Hartwells locks where she wintered, and where considerable repairs to the timber work of the hull were made.

The tug *Loretta* was employed as usual last season in buoying out the shoals, towing scows, delivering stone, timber, cement, paint, oil, &c., along the canal; and also on her annual inspection work. Her steam steering engine was re-modelled last winter, and gave much better satisfaction than formerly.

One of our large flat scows 75 feet x 25 feet, is now having a new deck laid, and will be ready for navigation, and when the season opens the dredge, tug and four scows will be in excellent condition for work.

The following is a statement of the highest and lowest water on the lower mitre sills of locks Nos. 1 and 47 at Ottawa and Kingston Mills Lock Station respectively :—

Ottawa, Lock No. 1.				Kingston Mills, Lock No. 47.			
Highest.		Lowest.		Highest.		Lowest.	
1911	ft. in.		ft. in.		ft. in.		ft. in.
Apr. 30	15 2	Apr. 1-3	7 10	Apr. 24-31	7 7	Apr. 1-2	7 2
May 10-11	20 8	May 1	16 0	May 20-25	7 9	May 1-7	7 7
June 1	17 11	June 30	13 4	June 10-23	7 11	June 1	7 8
July 1-2	13 2	July 30-31	8 1	July 26-31	7 11	July 5-6	7 9
Aug. 15	8 8	Aug. 29-31	7 5	Aug. 1-6	7 10	Aug. 7-13	7 9
Sept. 1-2	7 1	Sept. 28-30	6 0	Sept. 1-2	7 10	Sept 29-30	7 0
Oct. 31	6 1	Oct. 29	5 7	Oct. 1-19	7 0	Oct. 20-31	6 11
Nov. 30	8 5	Nov. 2-5	6 0	Nov. 26-30	7 0	Nov. 3-21	6 10
Dec. 31	10 10	Dec. 1	8 5	Dec. 1-2	7 0	Dec. 11-17	6 10
1912							
Jan. 1-2	11 0	Jan. 29-31	9 0	Jan. 22-31	7 0	Jan. 1-11	6 10
Feb. 1	8 11	Feb. 16-18	7 11	Feb. 1-17	7 0	Feb. 23-29	6 10
Mar. 18-25	8 3	Mar. 1	7 11	Mar. 31	7 5	Mar. 1	6 10

I have the honour to be, sir,
Your obedient servant,

A. T. PHILLIPS, *M. Can. Soc. C.E.*
Superintending Engineer.

W. A. BOWDEN, Esq., C.E.,
Chief Engineer,
Department Railways and Canals,
Ottawa, Ont.

TRENT CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

PETERBOROUGH, April 16, 1912.

W. A. BOWDEN, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

DEAR SIR,—I have the honour to submit my annual report for the fiscal year ended March 31, 1912, covering the work of construction chargeable to 'capital,' Trent canal.

ONTARIO-RICE LAKE DIVISION.

This division extends from Trenton, on Lake Ontario, to Rice lake, a distance of fifty-six and a half miles, a detailed description of which was given in my annual report for 1910.

For construction purposes the division has been divided into seven sections, or contracts; all of which are under contract. The estimated value of these seven contracts as revised to date is about $5,100,000, on which there was expended for work done and materials delivered up to march 31, 1912, the sum of $2,869,753.30, or about 57 per cent of the estimated value of the seven contracts at their respective contract rates.

There are on the division 18 locks, 14 dams and 18 bridges. Locks 1, 2, 3, 5, 6, 7, 10, 13, 14 and 18 are built and 4, 11, 12, 16 and 17 are each 50 per cent finished. Dams 2, 3, 5, 6, 7, 11 and 12 are built and 1, 4, 9 and 13 are each 50 per cent or more finished. Eleven bridges are finished and in commission, and three more are under construction.

Section No. 1.—This section extends from Trenton to Glen Miller, a distance of about four and one-half miles, on which length of the river there are three locks, three dams and five bridges.

A contract for the work was entered into with Messrs. Larkin and Sangster on March 10, 1908. The total value of work done and materials delivered up to March 31, 1912, amounted to $905,135.71, or about 86 per cent of the value of the contract.

The principal items of work done are 245,327 cubic yards earth, 12,160 cubic yards loose rock, 222,156 cubic yards solid rock, and 68,909 cubic yards concrete.

Locks 1, 2 and 3 are finished, and also dams 2 and 3. Dam No. 1 is 80 per cent built and will be finished early this summer. The entrance piers of the locks, together with the short canals leading into and out of them are finished. The submarine channel connecting the lower end of the canal leading into Lock No. 1, and the mouth of the river is about 33 per cent dredged, and 62 per cent of the balance has been drilled and blasted. The dredging of this channel which consists of rock excavation has been sub-let by the contractors to Mr. Robert Weddell who intends completing it this season. A drill boat resumed work for the season on March 14.

The Sidney Electric Power Co. have completed their hydro-electric development at the west end of Dam 2. The equipment consists of four double runner vertical shaft turbines of 1,400 H.P. maximum. The alternating current generators are of the vertical shaft umbrella type, having a normal rated capacity of 750 K.W. at 80 per cent power factor or 937·5 K.V.A. In connection with this plant the company have built close to it a large transformer building, which is to be used as the distributing point for all power generated between Trenton and Frankford. The current is stepped up from 6,600 volts delivered from the power houses, to 44,000 volts for

transmission to various parts of the country by 3,000 K.V.A. 3 phase transformers. This plant began operation on September 1, 1911.

Under a deed dated June 5, 1911, the Town of Trenton transferred to the Crown the swing span in the west end of the highway bridge crossing the mouth of the Trent river in the Town of Trenton. This swing bridge is now owned and operated by this department. It consists of a small truss span, and provides two 51 feet clear openings for navigation. The west abutment and pivot pier are stone masonry. The east pier is a crib block. The structure as a whole is not in first-class condition, and a new bridge will probably have to be built here a few years hence, providing a greater clear width of opening for navigation.

The Canadian Northern Railway crosses the Trent river about 2,000 feet above its mouth, by a bridge consisting of eight 65 feet deck plate girder spans, and a swing span which provides two 70 feet clear openings for navigation. The bridge was built by the railway company who finished the structure on July 12, 1911, and placed it in commission about August 1, 1911.

The substructure of the Gilmour siding bridge at Lock No. 1 is built up to water level, but cannot be finished until the type of the superstructure is definitely decided upon.

The main line of the Grand Trunk Railway crosses the canal below Lock No. 1 by a high level bridge, built by the railway company under an agreement dated June 9, 1909. The bridge was finished and placed in commission on July 2, 1910. It is designed for three tracks and provides a clear head room of 27 feet at a stage of high water in Lake Ontario.

One of the fixed spans at the east end of the Glen Miller highway bridge has been taken out, and a swing span built in its place, which was opened for traffic at the end of February, 1909.

It is very probable that all the work remaining to be done on this section will be completed this season.

Section No. 2.—This section extends from Glen Miller to Frankford, a distance of about four and a half miles, on which stretch of the river there are three locks, three dams and one bridge.

A contract for the work was entered into with Messrs. Dennon & Rogers on May 30, 1908. The total value of work done and materials delivered up to March 31, 1912, amounted to $370,873.70, or about 51 per cent of the value of the contract.

The principal items of work done are 82,481 cubic yards earth, 12,976 cubic yards loose rock; 80,988 cubic yards solid rock, and 44,234 cubic yards concrete.

Locks 5 and 6 are built, and also dams 5 and 6, except the platform across the top of the piers of dam 5. Lock and dam 4 are each 40 per cent built. Both of these structures should be finished early this fall. The upper and lower entrance piers of locks 5 and 6 are built and their entrance channels are partly excavated. There is 90 per cent of the rock excavation on the section above water taken out, but only 21 per cent of the rock under water; the greater part of the latter yet to be done lies in the river channel above Dam No. 6.

The County of Hastings rebuilt last year the Frankford highway bridge across the Trent river. The new bridge consists of a concrete substructure supporting five through truss 100 feet spans with a concrete floor which was manufactured and erected by the Ontario Bridge Co., Ltd., Toronto. It is connected by an earth embankment with the swing bridge built across the canal in the spring of 1910. The embankment connecting these bridges, and the east approach of the canal bridge were sufficiently made up last fall to permit the bridges being opened for traffic on November 18.

The Sidney Electric Power Co. are constructing a hydro-electric power plant in rear of the west end of Dam No. 5, for the complete development of the power at this point. They hope to have the plant running by midsummer. The current will

be delivered under low voltage to their large transformer station at dam 2, where it will be stepped up for transmission to various parts of the country.

Work on this section is proceeding slowly, and it will take the contractors at least two years with a well equipped and organized force to complete their contract.

Section No. 3.—This section extends from Frankford to a point three miles west of Glen Ross, a distance of seven and a half miles. At Glen Ross there are a lock, a dam and two bridges.

A contract for the work was entered into with the Canadian General Development Co., Ltd., on April 24, 1908. The total value of work done and materials delivered up to March 31, 1912, amounted to $181,042.32, or about 63 per cent of the value of the contract.

Lock and Dam Nos. 7 at Glen Ross, and the short canal above and below the lock are finished. The bridges across the Canal above the lock for the Frankford highway, and the Central Ontario Railway are also finished and in use. The C.O. Ry. bridge was placed in commission on April 29, 1909.

The whole of the work on this section is finished with the exception of the dredging in the river, on which no work has yet been done, as the contractors have no dredging fleet on the ground, and are waiting until they can bring one up the canal from Lake Ontario.

Section No. 4.—This section extends from Adam's Landing, a point three miles west of Glen Ross, to Campbellford, a distance of about fourteen miles. There are between Bradley Bay and Campbellford five locks, three dams, four bridges, and about one mile of concrete retaining wall, for enclosing the river through the Town of Campbellford, together with a large quantity of earth and rock excavation.

A contract for the work was entered into with Messrs. Haney, Quinlan & Robertson, on June 22, 1910. The total value of work done and materials delivered up to March 31, 1912, amounted to $425,252.74, or about 32 per cent of the value of the contract.

The principal items of work done are 131,130 cubic yards earth, 2,200 cubic yards loose rock, 93,430 cubic yards solid rock, and 45,860 cubic yards concrete.

Lock 10 is built, and 61% of the concrete in Locks 11 and 12 is built, and the balance will be laid early this summer. Dam No. 9 is 35 per cent built, but will not be finished until all work in connection with dam 8 is completed. Considerable difficulty was experienced in connection with the construction of this dam last summer, due to the unforeseen depth at which the surface of the solid rock was found at the centre of the river for a distance of about 75 feet, measured along the axis of the dam. In order to take care of the water in this hole, about 25 feet deep, the contractors had to increase their pumping capacity very considerably over what they originally anticipated would be required to unwater the foundation, which troubles prevented the completion of the dam last season. The concrete wall connecting the back of the dam with the head of Meyers island is finished.

The supply weir for power below dam 9 is built, together with the concrete wall connecting it and the east end of the dam.

The supply weir for power at the head of lock 12, the upper entrance piers of the lock, and the retaining wall connecting them to the weir are finished.

The concrete culvert under the canal, a short distance above lock 12, is built and in commission, together with about half a mile of sewer pipe laid along the gravel road, which sewer discharges into the culvert.

The piers for the highway bridge across the head of lock 12 are built, and the superstructure of the bridge is 90 per cent erected.

The substructure for the bridge of the Northumberland Paper Mills railway siding is built, but as the contract for the superstructure has not yet been let, a wooden trestle has been erected across the canal close to the south end of the piers for temporarily carrying the siding across the canal. The diversion was completed last winter, and traffic diverted about February 1.

The concrete core walls in the embankments forming the canal prism above lock 12 are 90 per cent built, and about 70 per cent of the excavation for the prism has been taken out.

Trout creek was diverted on August 3, 1911, through the aqueduct built for this purpose north of the Grand Trunk railway, and the bridges over its ends for the crossings of the gravel road and Balaclava street were finished in December last.

During this season all work in connection with locks 10, 11 and 12, and the short canals above them will be finished. Lock 9 and dam 8 will also be built, for the construction of which 27,000 barrels of cement were delivered on the ground during the winter. Part of the river walls between the Grand Trunk railway and highway bridges in the town of Campbellford, together with the substructure of the Bascule span in the highway bridge will also be built, provided the old Campbellford dam is removed early this summer. The contractors have about $80,000 worth of plant on the section and are preparing to do a very large amount of work this year. It will take two seasons to complete the structures on this section, and three to finish the excavation.

Section No. 5.—This section extends from Campbellford to Crow bay, a distance of three miles. On this section are two locks, two dams, and about half a mile of concrete wall for enclosing the river through Campbellford.

A contract for the work was entered into with Messrs. Brown & Aylmer on September 28, 1907. The contract was amended May 30, 1911, so as to include the construction of the river walls. The total value of work done and materials delivered up to March 31, 1912, amounted to $500,466.86, or about 74 per cent of the value of the contract.

The principal items of work done are 110,980 cubic yards earth, 26,310 cubic yards loose rock, 44,770 cubic yards solid rock, and 51,695 cubic yards concrete.

Locks 13 and 14, and dams 11 and 12 are built, and about 65 per cent of the river walls. The excavation of the channel leading down from Crow bay to lock 14 is finished. It has been swept and found satisfactory. On July 5 last the contractors locked their dredging fleet down through the lock, and continued dredging for the balance of the season, in its lower entrance. As the gates of the lock are not built, the contractors erected on the lower mitre sills temporary gates composed of gate timbers piled one on the other. For the upper gates, stop-log timbers placed in the gains at the head of the lock were used. While the lock was full we tested the operation of the 4 feet by 5 feet waggon valve under a head of 23 feet, a description of which was given in my annual report for 1910. Two men could raise the valve the first 8 inches, at which point of its travel the load was too much for them. Four men could easily operate the valves. The maximum dynamometer reading for the lower right valve was 140 pounds, applied at 4 feet radius. Considering the valves had been in place nearly two years and not in use, they worked very satisfactorily.

The Seymour Power & Electric Company's plant at dam 11, and the Campbellford Municipal plant at dam 12, were in continuous operation throughout the year.

No work has yet been done in the river channel between the Campbellford highway bridge and lock 13. It will take at least two seasons to complete the dredging on this section.

Section No. 6.—This section extends from the lower end of Crow bay to 1,000 feet west of Heeley Falls bridge, a distance of about three miles. There are three locks, one dam, and one bridge on the section, together with a large quantity of earth and rock excavation. The short canal at this point is located on the west side of the river and is designed to overcome the 76 feet rise between Crow bay and the fourteen miles of river reach between Heeley Falls and Hastings.

A contract for the work was entered into with Messrs. Haney, Quinlan & Robertson, on May 23, 1910. The total value of work done and materials delivered up to

March 31, 1912, amounted to $262,596.87, or about 50 per cent of the value of the contract.

The principal items of work done are 24,650 cubic yards earth, 20,400 cubic yards loose rock, 85,470 cubic yards solid rock, and 33,089 cubic yards concrete.

Locks 16 and 17 are 60 per cent built and dam 13 70 per cent. The retaining wall connecting the locks and dam is also about 50 per cent built. The substructure of the swing span that is being placed in the east end of the Heeley Falls highway bridge is finished, and the superstructure which is delivered on the ground will be erected early this summer. The canal connecting locks 16 and 15, and the foundation for the latter is partly excavated.

The Eastern Power Company, Ltd., who are operating under lease No. 18,527 granted to the Northumberland-Durham Power Company, have let a contract for the construction of a power-house, &c., for the full development of the hydro-electric power at this point, which will be ready for operation on completion of the works of section No. 6.

It is probable that all the concrete work on the section will be finished this season, but the completion of the excavation will run into the summer of 1913.

Section No. 7.—This section extends from Heeley Falls to Rice lake, a distance of about nineteen and a quarter miles. The principal works consist of a large quantity of earth and rock dredging in the river, the construction of a new lock and dam at Hastings, and a new and longer swing span at Trent Bridge, and new guide piers for the Grand Trunk Railway bridge at Hastings.

A contract for the work was entered into with the Randolph Macdonald Co., Ltd., on January 4, 1909. The total value of work done and materials delivered up to March 31, 1912, amounted to $224,385.10, or about 52 per cent of the value of the contract.

The principal items of work done are 17,718 cubic yards earth, 16,703 cubic yards loose rock, 37,050 cubic yards solid rock, and 12,089 cubic yards concrete.

The new lock was placed in commission on March 30, 1911, and used all last season. The dam is about 50 per cent built, and will probably be finished early this fall. After working the whole of last season trying to unwater the foundation for the north half of the dam, the contractors succeeded in building three sluices at the north end, and the four sluices across Fowld's raceway on the south shore. The chief cause of their trouble was using the old dam as part of the cofferdam, enclosing the site of the new structure, which proved a complete failure, after wasting five months trying to stop the leaks through and under it.

The pivot pier and abutments for the new swing pan at Trent Bridge are built, and the superstructure completed. The bridge was placed in commission on June 5, 1911. The guide piers will probably be built this season.

The new guide pier for the Grand Trunk Railway bridge is built, and is a great improvement to navigation at this point.

The 30 per cent of the excavation on the section taken out to date has chiefly been done between Hastings and Rice lake, on which section of the river 90 per cent of the excavation is finished. The dredging fleet now comprises two dipper dredges, two drill boats, two tugs, and several dump scows, which plant will take at least three years to finish the work.

BURLEIGH FALLS DAM.

A contract for the new dam, a description of which was given in my report for 1910 was entered into with Messrs. Bishop & Buchanan on December 14, 1909. The total value of work done and materials delivered up to March 31, 1912, amounted to $48,746.20, or about 83 per cent of the value of the contract.

The concrete work is finished, except the breast wall of two sluices, and the platform over five sluices. The whole of the works embraced in the contract will be completed early this summer.

LINDSAY SECTION.

The construction of the lock, dam and substructure of the Wellington street highway bridge, embraced in Messrs. J. Ritchie & Co.'s contract, was completed in September 1910, at a cost of $42,099.41. The new lock was placed in commission in July, 1910.

The Hamilton Bridge Co.'s contract for the superstructure of the bridge, which is a 'Strauss' bascule a description of which was given in last year's report, was finished last summer at a cost, including electrical equipment, of $17,550.78. It was placed in commission for vehicular traffic on April 27, 1911, and its mechanical and electrical operation throughout the whole of the past season was very satisfactory.

ROSEDALE SECTION.

The works on this section consist of a canal across the narrow peninsula between Cameron and Balsam lakes, a lock, dam and dredging in the Gull river between its confluence with the canal and deep water in Balsam lake. The improvements are being built to the same dimensions as the Ontario-Rice lake division of the canal.

A contract for the work was entered into with the Randolph Macdonald Co., Ltd., on February 24, 1908. The total value of work done and materials delivered up to March 31, 1912, amounted to $249,987.85, or about 90 per cent of the value of the contract.

The lock and dam are built, and have been in use since 1910. The whole of the works embraced in the contract are practically finished except the dredging which will probably be completed by midsummer, when the company's dredging fleet will be taken down to Section No. 7, Ontario-Rice lake division.

HOLLAND RIVER DIVISION.

This division is divided into two sections. Section No. 1 extends from Cook's bay, Lake Simcoe, to Holland Landing on the east branch of the Holland river, a distance of eight and one-half miles. Section No. 2 extends from Holland Landing to Newmarket, a distance of four and one-third miles. The whole of Section No. 1 is on the Lake Simcoe level, and the total rise between Holland Landing and Newmarket is forty-three feet which will be overcome by three locks.

Section No. 1.—A contract for the construction of this section was entered into with the Lake Simcoe Dredging Co. on August 30, 1906. They abandoned the work in the fall of 1907, and it was taken out of their hands in May, 1908, since which date no work has been done on the section, other than some clearing of the right-of-way which the department did last fall by day's labour.

Section No. 2.—A contract for the construction of this section which consists of three locks, three dams, four highway bridges, one dock, and a large quantity of earth excavation, stone protection lining, &c., was entered into with Mr. John Riley on February 12, 1908, and assigned by him to Messrs. Russell, Dill and Lothian on February 19, 1908, and by them to the York Construction Co., Ltd., on April 3, 1908. The total approximate value of work done and materials delivered up to December 31, 1911, amounted to $522,675.54, or about 83 per cent of the value of the contract.

The three locks and dams are built, and also the Green lane, Concession road and Yonge street bridges, which are in commission. The Newmarket basin and dock walls are built, and about 81 per cent of the excavation on the section has been taken

out. The material yet to take out is chiefly on the Lake Simcoe level, below lock No. 1.

The Government in December last decided to abandon further work on the Holland River division, and accordingly accepted the surrender of the York Construction Company's contract on December 31, 1911, and the execution by them, under a special agreement, of certain unavoidable work in connection with the road approaches to the Second Concession and Yonge street bridges, which work is approaching completion. A final estimate of the work done under the original contract is now being prepared.

QUEENSVILLE ROAD BRIDGE.

This bridge crosses the east branch of the Holland river about two miles north of Bradford road, Holland Landing. The structure was fully completed in June, 1908, and has been in commission since August, 1907.

BRIDGES.

A contract was entered into with the Hamilton Bridge Works Company, Ltd., on October 10, 1908, for the manufacture of six highway swing-bridges, and one railway swing-bridge.

This contract was completed last December, at a total cost of $73,160.

The Glen Miller bridge was placed in commission at the end of February, 1909.

The Frankford bridge was completed in June, 1910, but was not placed in commission until November 18, 1911.

The Glen Ross highway bridge was finished and placed in commission in April, 1909.

The Central Ontario railway bridge at Glen Ross was finished and placed in commission on April 29, 1909.

The Green Lane bridge, Holland River division, was placed in commission in March, 1909.

The Second Concession bridge across the head of lock No. 2, Holland River division, was placed in commission on October 23, 1911.

The Yonge street bridge across the head of lock No. 1, was placed in commission on February 28, 1911.

On April 6, 1910, a contract was entered into with the Hamilton Bridge Works Co., Ltd., for the manufacture and erection of a 'Strauss' Bascule highway bridge, at Wellington street, Lindsay, Ont., which was placed in commission on April 27, 1911. The mechanical and electrical operation of the bridge during the past season was very satisfactory. The electrical equipment was manufactured and installed by the Canadian General Electric Co., Ltd.

On October 24, 1910, a contract was entered into with the Cleveland Bridge and Engineering Company, Ltd., for the manufacture and erection of highway swing-bridges at Heeley Falls and Trent Bridge, Ontario-Rice Lake division.

The swing span at Trent Bridge was placed in commission on June 5, 1911.

The span for Heeley Falls bridge is delivered on the ground, and will be erected early this summer.

On June 30, 1911, a contract was entered into with the Hamilton Bridge Works Company, Ltd., for the manufacture and erection of a 'Strauss' highway bascule bridge over the canal at Bridge street, Campbellford, Ont. The bridge will be a single leaf of the Heel trunnion type, consisting of a 108 feet through truss movable span, and a 35 feet tower span carrying the counterweight. It is now being manufactured and will be probably be erected this summer. It will be electrically operated.

A contract was entered into on August 4, 1911, with the Dickson Bridge Works Company, Ltd., Campbellford, Ont., for the manufacture and erection of a highway swing span across the head of lock No. 12, Ontario-Rice Lake division. The steel is manufactured and erected in place and the bridge will be finished early this summer.

VALVES FOR LOCKS.

Wagon valves.—A contract for the manufacture and erection of the wagon valves required for the new locks, and regulating culverts of the canal, was entered into with the Dominion Bridge Company, Ltd., on October 5, 1908, since which date the valves for locks 1, 2, 3, 5, 6, 7, 10, 13, 14 and 18 of the Ontario-Rice Lake division, and those for the Rosedale lock, have been installed. The valve frames for lock No. 4 are in place and those for lock No. 9 and the regulating culvert at this point are delivered on the ground as are also those for the regulating culvert at lock No. 17. All the metal for the remaining valves and frames is fabricated and stored in the company's yards at Montreal, ready for shipping. A description of these valves was given in my report for 1910.

Cylindrical valves.—On April 6, 1911, a contract was entered into with the Wm. Hamilton Company, Ltd., for the supply and erection of the cylindrical valves for flight locks 11 and 12 (Ranney Falls), and flight locks 16 and 17 (Heeley Falls), Ontario-Rice Lake division.

These valves are now manufactured and stored in the company's yards at Peterboro, and will be delivered and erected in the locks this summer.

LOCK GATE OPERATING MACHINES.

A contract was entered into with Mr. Herbert B. Collier on May 7, 1909, for the supply and delivery of operating machines, anchorage fittings and pivots required for the lock gates of the new locks along the canal. These machines are being manufactured by the Wm. Hamilton Company, Peterboro.

The operating machines, anchorage fittings and pivots for the Rosedale and Lindsay locks, and locks 1, 2, 3, 5, 6, 7, 10, 13, 14 and 18, Ontario-Rice Lake division, and locks 1, 2 and 3, Holland River division, have been installed, and all the material for the remaining locks of the Ontario-Rice Lake division has been delivered on the ground.

EMERGENCY STOP-LOG APPARATUS FOR HEAD OF LOCKS.

On April 5, 1911, a contract was entered into with the Dominion Bridge Company, Ltd., for the supply, delivery and erection of seven sets of emergency steel stop-logs and bridges. They are now partly manufactured and will be erected this summer at the head of locks 6, 7, 12, 14, 17 and 18, of the Ontario-Rice Lake division, and also at the Rosedale lock. The steel gains for these logs are now erected in place at all the above locks, except No. 17.

GENERAL.

Cement.—About 154,000 barrels of Portland cement were delivered on the canal the past year, under contracts with the Canada Cement Company and the Alfred Rogers, Ltd.

Lock gates.—Plans and specifications are in course of preparation for the lock gates required for seventeen locks of the Ontario-Rice Lake division.

Lake surveys.—No charts of the chain of lakes which form part of the Trent navigation have ever been made, and with the object of making a complete and

reliable set of charts for these inland waters, hydrographic surveys of the lakes were begun four years ago, and have since been intermittently carried on. Only a small amount of work was done last year. The field work covering Rice, Lovesick, Cameron and Balsam lakes has been finished, and a large amount of work done on the surveys of the Otonabee river, Sturgeon lake and the Scugog river, but very little of all this field work has been plotted.

Severn river.—In accordance with instructions received last December, a very thorough survey of the Severn river is being made, with the object of preparing plans and specifications for the work of canalizing the river to the same dimensions as the Ontario-Rice Lake division. The work was begun early in January, under Mr. E. B. Jost, since which date a large amount of field work has been done between Matchedash bay and Ragged rapids.

I am, sir,
Your obedient servant,

ALEX. J. GRANT,
Superintending Engineer.

TRENT CANAL.

SUPERINTENDENT'S OFFICE,

PETERBOROUGH, April 24, 1912.

SIR,—I have the honour to submit herewith my annual report of the maintenance and operation of the Trent canal for the fiscal year, from April 1, 1911, to March 31, 1912.

The extent of the canal completed is the same as last year, namely, 160 miles.

OPENING AND CLOSING OF NAVIGATION.

	Opened.	Closed.
Peterborough-Hastings division.	April 15.	December 16.
Peterborough-Lakefield division.	May 1.	November 11.
Lakefield-Fenelon Falls division.	April 20.	November 21.
Balsam lake-Lake Simcoe division. . . .	May 15.	November 1.

PETERBOROUGH LIFT-LOCK OPENED.

The Peterborough hydraulic lift-lock was operated on May 9.

HEALEY FALLS TO BOBCAYGEON.

The following work was performed during the year on the Healey Falls to Bobcaygeon division:—

Kylie's Landing.—A splendid new dock was built at Kylie's landing, in the interests of shipping and navigation.

Hastings swing-bridge.—Considerable repairs were done to the Hastings swing-bridge.

Dummitt's Landing dock, Rice Lake.—Considerable repair was done to Dummitt's landing dock, Rice lake.

Smithsons dock, Otonabee River.—Some general repairs were done to Smithson's dock, Otonabee river.

Otonabee River.—The navigation channel on the Otonabee river was buoyed out,

making it navigable for the largest steamers on the Trent waterway, and facilitating shipping to a great extent.

Campbelltown dock, Otonabee River.—A new dock was built at Campbelltown landing, at a cost of $1,300.

Otonabee River.—A considerable amount of dredging was done on the Otonabee river, at Yankee Bonnet, at a cost of $4,373.17.

Peterborough dock, at Peterborough.—A splendid new $20,000 dock is in the course of construction. This will be a great improvement to shipping and the tourist trade along the Trent canal.

Peterborough flood-dam.—Considerable repairs were done to the Peterborough flood-dam.

Peterborough hydraulic lift-lock.—A new electric lighting system was installed at the Peterborough hydraulic lift-lock at a cost of $4,490.30. This greatly improves the appearance of the lock and makes it possible to lock the boats through after dark. Two new lockhouses were also built for the lockmasters and the assistant lock master, at a cost of about $3,000 each. Considerable work was required on the banks of the hydraulic lift-lock, Peterborough. A puddle core was put in the canal bank above the lift-lock on the west side, 175 feet in length and 13 feet deep, about 40 feet above the concrete work to the north. This was to protect the banks. Another core was put in on the east side under the wing wall, 40 feet long and 13 feet deep. This prevents the water from leaking through under the stairs of the lock. About 500 shade trees were planted on the banks of the canal, between the lift-lock and Nassau. This will greatly improve the appearance of this important waterway. The steel structure on the lift-lock was repainted.

Booms, slides and dams.—The platforms on the dams between Peterborough and Lakefield, viz., Nassau dam, dams No. 5, No. 4, No. 3, No. 2, and Lakefield dam, were replanked.

Painting.—The lock gates of Nos. 5, 4, 3, 2 and Lakefield were repainted as well as the lockhouses between Peterborough lift-lock and Lakefield.

Dredging.—Considerable dredging was done between Lakefield and Young's point —at Lakefield dock, and Henderson's narrows, to a depth of 9 feet.

Booms and slides.—About four miles of booms between Lakefield and Young's point, dividing steamboat channel from log channel, were repaired and replaced.

Young's Point.—The gas plant was overhauled at Young's point.

Stoney Lake.—The buoys in Stoney lake were repainted and replaced.

Mt. Julian dock at Mt. Julian Landing.—A new dock was built at Mt. Julian. This is a crib dock, filled with stone and gravel.

South Beach dock, Clear Lake.—A new dock was built at South Beach, Clear lake.

Young's Point.—A new concrete pier at lower entrance to Young's point locks was built.

Chemong Lake.—A substantial new landing pier was built at Selwyn, at a cost of about $1,300.

Buckhorn.—Three new reinforced concrete piers were built at this point, two at entrance to lower reach, and one at entrance to the upper reach.

Plant.—The entire plant was kept in good repair. A new scow, No. 13, 75 feet in length with 17-foot beam, was built.

Bobcaygeon.—The lockhouse at this point was repainted and papered.

BOBCAYGEON TO BALSAM LAKE.

The following work on the division extending from Bobcaygeon to Balsam lake was carried on during the year.

Dredging.—Considerable dredging was done in the Scugog river, which lasted for about three months. The work consisted of rock excavation, starting up at the new lock, Lindsay street, and extending down below Wellington street bridge, about 5 feet of rock taken out, making a 9-foot channel.

Scugog River.—Ten new Siche gas plants were installed in the lighthouses on the river. Buoys, defining the navigation channel, were repainted. The swing-bridges at Lindsay street and the Lindsay street south, or Ops bridge, were repainted and replanked.

Navigation channel between Lindsay and Port Perry.—Sixty-six new buoys were placed in the river, defining the navigation channel.

Sturgeon Lake.—Considerable dredging was done in Sturgeon lake. Twelve new buoys were placed at the entrance leading into the river at Fenelon Falls, and the entrance of the old Lindsay river leading into Sturgeon lake, enabling the steamboat men to define the channel.

Fenelon Falls.—The swing bridge at the lock was replanked and the lockgates repainted, as well as the lockmasters' houses, which were also papered, and other minor repairs were done at this point.

Rosedale.—The lockmaster's house was repainted and papered.

BALSAM LAKE TO LAKE SIMCOE.

The following work on the division extending from Balsam lake to Lake Simcoe, a distance of 18 miles, was carried on during the year:—

Balsam Lake.—The buoys on Balsam lake and in the canal between Balsam lake and Kirkfield lift-lock were repainted and replaced.

Kirkfield lift lock.—Considerable dredging was done at the Kirkfield lift lock consisting of rock excavation at a cost of $8,000. The walls in the upper reach of the Kirkfield lift lock were repaired with the new cement gun at a cost of about $2,000. The steel structural work was cleaned and repainted by the Canadian Sand Blast Company, at a cost of about $3,000. The lockmaster and assistant lockmaster's houses were repainted and papered. The steel bridges at Balsover and the Boundary road were repainted. Considerable riprapping was done to the banks along the canal at this point.

RESERVOIR WATERS.—GULL RIVER.

Twelve-mile Lake dam.—A new concrete dam at Twelve-mile Lake, lots 9 and 10, concession 9, Township of Minden. This dam is 132 feet long with two 25 feet sluice ways with reinforced concrete platforms. A natural dam of rock was blasted out and the outlet between Twelve-mile lake and Mountain lake was lowered 4 feet. This dam was built to raise the water 3 feet on Twelve-mile lake giving a control of 7 feet of water on an area of 4,000 acres which it is apparent makes it very valuable as a reservoir.

Trout lake.—A timber dam 95 feet long, 12 feet wide and 9 feet high was built on Trout lake, in the Township of Sherbourne. A fill of earth or embankment 96 feet long, 20 feet wide at toe, and 10 feet wide at the top was built at the end of the timber dam.

Hawk lake.—General repairs were made at the Government house at Hawk lake, and considerable cleaning up and other repairs were done at this point. The slide at dam No. 2, Hawk river, was extended 60 feet.

Redstone dam.—The old wooden dam on the main outlet was gravelled and general repairs were made.

Crooked Lake dam.—Township of Harbourne. A new set of stoplogs was put in at this dam.

BURNT RIVER.

Drag Lake dam.—Erected a new platform on this dam and made general repairs to the dam.

White Lake dam, Township of Galway.—A new concrete dam 250 feet long, 9 feet high with a 14 feet sluice way was built on the site of the old timber dam at this point. A new concrete slide 25 feet long with a concrete road bridge was built over the slide on what is known as White lake road as the slide crosses the road.

Swamp Lake dam Township of Galway.—This dam was gravelled, new stoplogs put in and general repairs made.

Big Bear Lake dam, Township of Glamorgan.—A new platform was erected on the dam.

Grace Lake dam, Township of Monmouth.—Minor repairs were made to the dam at this point.

MISSISSAUGUA CREEK.

Gull Lake dam, Township of Harvey.—A set of new stoplogs were put in at this dam.

Scott's dam.—Considerable repairs were done at this dam.

SQUAW RIVER.

Squaw River dam.—A substantial new timber dam was built on Squaw river, lot 10, concession 4, Township of Cavendish. The dam is 20 feet high, 150 feet long, and will be very valuable as a reservoir.

DEER BAY CREEK.

Cox's Lake dam, Township of Burleigh.—This dam was rebuilt.

Compass Lake dam.—This dam is situated on Deer bay waters, in the Township of Burleigh and was rebuilt.

Crane Lake dam.—The dam was rebuilt and considerable repairs made to the slide.

Eel's Lake dam.—General repairs were made to the dam at this point.

The reservoir dams have proved of splendid assistance as feeders in keeping the water at a uniform flow throughout the entire year, and there were little or no complaints from navigation, lumbermen or power companies.

I am, sir,

Your obedient servant,

J. H. McCLELLAN,
Superintendent.

W. A. Bowden, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa.

ONTARIO—ST. LAWRENCE CANALS.

RESIDENT ENGINEER'S OFFICE,
CORNWALL, April 1, 1912.

SIR,—I have the honour to submit herewith my annual report on the St. Peter's canal for the fiscal year ending March 31, 1912.

The St. Peter's canal is about 2,600 feet long and connects the Bras d'Or lakes with St. Peter's bay on the southeast coast of the Island of Cape Breton. It has one tidal lock 200 feet x 48 feet with 18 feet of water on the sills at low tide. The lift into the lake at low water spring tides is 4 feet and from the lake into St. Peter's bay at high water spring tides is 4 feet, the extreme rise and fall of tide being 8 feet. There is no lift at half tide. The lock is equipped with four pairs of gates.

The canal was opened for navigation on May 1, 1911, and closed January 11, 1912.

During the season of navigation 1,253 vessels were passed through the canal. In addition to these a considerable number of small craft (principally fishing boats measuring from 7 to 10 tons burthen) were passed through. No record was kept of these owing to the fact that they are not registered.

REPAIRS.

Some repairs were made to segment plates and toe rollers of gates by diver.

The circle of the swing bridge was repaired and levelled and necessary repairs were made to the floor.

Eight warping posts were placed in position along the canal.

The whole of the canal works are in such a dilipidated condition that only sufficient repairs are attempted to enable (with care and constant watching) the canal to be operated until the new lock is ready for operation.

IMPROVEMENTS.

Acting under your instructions I went to St. Peter's in September, 1910, and made an inspection of this canal.

I found the whole of the works in a very bad state of repair, lock walls badly worn and crumbled, gates broken and some of them well nigh impossible to swing, lock bottom leaking badly, bridge piers cracked and the wooden swing bridge showing considerable decay.

My report of the condition of the canal together with an estimate of the cost of rebuilding lock and putting the whole canal in a state of efficiency was sent you on September 28, 1910. The work then contemplated would necessitate the closing of the canal for a period of probably 1½ years.

As an alternative I suggested that an entirely new lock be built, and the south or Atlantic end of the canal, which is very tortuous, be straightened.

A survey was made during the season of 1911 with this end in view, and an estimate of cost prepared, after which it was decided by the department to adopt the latter plan.

Plans and specifications were at once prepared and on August 18, 1911, tenders were invited for the construction of a new lock, 300 feet long and 48 feet wide, and a new entrance at the Atlantic end of the canal.

A contract for this work was entered into with Mr. W. H. Weller, of St. Catharines, on November 17, 1911.

Owing to the lateness of the season it was deemed impracticable by the contractor to commence operations before the spring of 1912.

The contractor now has some of his plant on the ground and is making preparations for an immediate start and promises to carry on the work as speedily as possible.

The improvements as designed consist of a new lock, 48 feet wide, 300 feet long, between gates opening in the same direction. The lock will have a rock bottom, and it and the walls (about 400 feet in length on each side of the entrance) will be built of concrete.

I am indebted to Mr. John Morrison, an old resident of St. Peter's, for the following brief history of the canal, which may be of interest.

In 1854, Commissioners were appointed by the Nova Scotia government to construct a canal through the narrow neck of land separating the Bras d'Or lakes from St. Peter's bay on the Atlantic ocean. The work dragged along till Confederation, when it was taken over by the Dominion government, and tenders were at once invited for the completion of the work. The original design was carried out and in 1869 the canal was opened for navigation with a depth of 13 feet of water on the mitre sills of the lock at low tide. The bottom width of the prism of canal was 26 feet.

It was seen at once that the canal was altogether too small to handle the traffic offering, and accordingly in 1872 the government decided to include the canal in their general scheme for the enlargement of the Canadian canals.

Surveys were made in 1872-3, and in 1875 a contract was let for the enlargement of the canal and lock to the following dimensions, viz.: Lock, 200 feet x 48 feet, with 18 feet of water on the mitre sills at low tide and a width in prism of canal of 48 feet.

To permit this work to be done the canal was closed to navigation from June, 1876, to October, 1880.

In December, 1894, the canal was again closed to navigation to permit of the renewal of the lock gates and to make repairs to the lock bottom. The earth slopes throughout the canal were also flattened and the canal was again opened to navigation in November, 1895.

The canal is a very important factor in the general coasting trade of the provinces of Nova Scotia and Prince Edward Island. A large part of the coal shipped from Sydney to the maritime province ports passes through the canal. A considerable trade in limestone is carried on between the quarries in the Bras D'Or lakes and Charlottetown, and a large quantity of farm produce is also carried through the canal from Prince Edward Island to points on the Bras D'Or lakes and Sydney.

At one time there was a large trade in gypsum from the lakes to the United States, but owing to the size of vessels engaged in this trade being limited to the size of the canal it was not profitable, and has of late years practically ceased. Those interested in this trade hope to revive it when the larger lock is ready for use.

I have the honour to be, sir,

Your obedient servant,

C. D. SARGENT.
Resident Engineer,
Ontario-St. Lawrence Canals.

W. A. BOWDEN, Esq., C.E.,
Chief Engineer, Department of Railways and Canals,
Ottawa, Canada.

HUDSON BAY RAILWAY.

WINNIPEG, MAN., April 19, 1912.

Mr. W. A. BOWDEN,
Chief Engineer, Department of Railways and Canals,
Ottawa.

DEAR SIR,—I beg to report as follows on the work on the Hudson Bay railway during the last fiscal year.

The preliminary location has been completed to Port Nelson by Engineer Gordon, and further information obtained relative to alternative routes to Churchill, details of which are given in my report presented to you, dated January 9, 1912.

Since making that report a good crossing of Nelson river has been located at Kettle river, about mileage 320.

A revision of the location has been completed from The Pas to mileage 250, a short distance from the crossing of Nelson river at Manitou rapids, approximately at the first junction point of the Churchill and Nelson routes.

In a few weeks we will have the plans and profiles in condition to let another contract if desired from Thicket Portage to mileage 250, a distance of approximately 65 miles.

The contractors for the first 185 miles have made a start at grading and clearing, and have supplies on the ground now to complete ready for track the first 70 miles.

The contract for the substructure of The Pas bridge was completed by MacKenzie, Mann & Company on March 22.

I regret that the Canada Foundry Company have not made better progress on the superstructure of this bridge. Unless better progress is made from now on it is likely a serious check will be given to the work ahead this fall.

Yours truly,

J. ARMSTRONG,
Chief Engineer.

HUDSON BAY RAILWAY,

WINNIPEG, MAN., January 9, 1912.

W. A. BOWDEN, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa.

DEAR SIR,—I beg to submit the following résumé of the work on the Hudson Bay railway since my published report dated September 8, 1909.

The routes referred to in the above mentioned report have been worked out in detail with revisions, and other suggested routes as well.

The location may now be said to be completed with the exception of some local revisions, some of which are now under way, and also the proposed line from the neighbourhood of Kettle river to Churchill.

The line proposed along the easterly side of Setting lake and the Grass river waters, to rejoin the Churchill line at Big lake about mileage 295 of the Churchill

route, when run proved somewhat of a disappointment, although some improvement over the original line run on the westerly side of these waters. One of the principal drawbacks we found was the heavy bridging encountered at the crossings of the Grass river, the Burntwood river, and the Narrows of Assean lake, these three crossings totalling approximately $750,000. Of the original line somewhat heavy work was met with between miles 120 and 300. On the new line via Thicket Portage this work was lightened somewhat, and reduced from 180 miles to about 130 miles. While the above work was in progress the work on the Nelson route across the same strip of rough country disclosed a much lighter and shorter piece of heavy work, this line confining the heavy work between miles 170 and 235, a distance of about 65 miles, and crossing Nelson river at Manitou rapids. A line was run from this route towards Churchill designed to join about the 240th mile, crossing Nelson river a second time immediately east of Split lake, where a good crossing of Nelson river was obtained about 1,000 feet in length. The bridging on this route although involving two crossings of Nelson river is estimated to cost about $500,000 or $250,000 less than the route to the west of Split lake. The balance of the line has everything in its favour over the western line in curvature, grades, and cost of work. This line has not yet been extended to Churchill, but from reports of Mr. J. B. Tyrrel and other explorers it seems probable this line should be kept further east than the original line along the dotted projection shown on the accompanying map. It seems probable that lighter work will be met with here and grades so much better that they will more than offset the added 15 or 20 miles of distance.

With a given tonnage to handle, the train mileage will probably be less via the long line than via the shorter line owing to the greater tonnage which can be handled per train.

The line from Manitou rapids to Port Nelson was found to be very favourable, the grades, curvature and cost will all be very light. The line was run to the eastern side of Port Nelson. An investigation is under way at the present time looking for the most feasible crossing of the Nelson river in case the north side is chosen. A line will be as easily built on the north side of the river as on the south side with the exception of another crossing of Nelson river and a crossing of Limestone river. It is expected that a report may be made on this portion of the line before the end of March coming. From this crossing of Nelson river at Kettle river a projection has been made to Churchill, but is only to be used in case Port Nelson is chosen as the terminus now, and some years hence a desire to also utilize Churchill may best be served by turning off the Nelson route at the point indicated. In case Churchill is chosen now, undoubtedly the line to follow is the one crossing Nelson river just east of Split lake.

The portion of the line located between The Pas and mile 120 has proven the most difficult portion to give a decisive opinion upon as to the best location. Work on this portion has been continuous and though considerable improvements have been made from time to time they have been entirely of a local nature. I do not think the final location in any place is a mile from the first preliminary line.

In July, 1910, Mr. T. Turnbull was engaged to take a trip to Port Nelson particularly to look into the most suitable site for the proposed town. His report indicates that the north site is the better from a landscape point of view but that from a utility standpoint there is practically no difference. The question to be settled is whether the extra cost of harbour works on the south side is as great or greater than the extra cost to the railway of crossing the Nelson and Limestone rivers to reach the north side. As noted above, information as to this will be available before the end of March.

As to railway terminals, the ground on either side is well suited for such works, both as to area available and situation with regard to docks, &c.

Terminal room can be had at Port Nelson for all the roads in Canada if necessary.

At Fort Churchill the room for terminals at all convenient to possible dock sites is not satisfactory. The west side of the harbour is entirely out of the question and the area on the east side very inadequate if any considerable development is required.

The location as it stands at present leaves the distance to Port Nelson as 418 miles and to Fort Churchill via the east side of Split lake as 498 miles. It is altogether likely that further changes or revisions may be made from time to time, but will be entirely of a local nature and will not materially affect these distances.

The theoretical air line distance from The Pas to Port Nelson is 412 miles and the chained location distance 418 or 1·5 per cent over the air line.

Comparison of routes.

For the purpose of the comparison of routes it is assumed that traffic for 3,000 trains per year will eventually develop, divided into 1,800 trains running towards the Bay and assuming a lighter tonnage from the Bay the trains have been set at 1,200 making the total of 3,000 trains. The above assumes grades of four-tenths of one per cent both ways. On the first line to Churchill it was found necessary to adopt six-tenths grades against south bound traffic in order to get reasonable work over the 150 miles division next to Churchill, thus reducing the tonnage per train by about one-third, converting the south bound 1,200 trains into 1,600 or an additional 400 trains over 150 miles equal to 60,000 extra train miles per year. On the route via the east side of Split lake the whole 3,000 trains will have to pass over 20 additional miles equal to 60,000 train miles per year leaving the two lines equal as far as train mileage is concerned, but leaving in favour of the eastern route a cheaper line to construct and the generally more satisfactory operating conditions over a line with easier gradients.

Comparing the Churchill route and the Nelson route it can now be taken that grades, curvature and cost of construction per mile will be approximately the same over both routes, and need not be taken into consideration, leaving the question of distance the only one to be considered.

In the report of 1909 attention was called to the problem of building across the 75 miles of tundra into Churchill and the probable difficulty that will be met with during the winter months with snow. No engineers have yet been met with who have had sufficient experience with this class of material to be able to give a reliable opinion on this question, such advice as has been tendered has been given by those who have no knowledge of the subject whatever. Some engineers have been met with who have had experience with very short stretches of similar material and its behaviour was precisely as feared. While short stretches of 1,000 feet or even a mile may be overcome easily, a continuous stretch of 75 miles is a more difficult problem.

The additional distance of eighty miles to Churchill is sufficiently great to make it necessary to add another train division to the line thus directly affecting all the items which go to make up the cost of running a train a mile, viz., track maintenance, repairs to rolling stock, train wages, fuel, cost of maintaining and operating terminals, structures &c., hence it will be necessary in comparing the routes to use the full cost per train mile which would not be necessary if the distance were small enough to be measured in feet or a very few miles.

In the following comparison the cost per train mile used is $1.75 made up of cost of operation put at about $1.30 per train per mile, a charge lower than given by either the Department of Railways and Canals or the Interstate Commerce Commission. To this has been added 45 cents per train mile to include the interest on the cost of construction and equipment. In other words for every train run a mile over the road $1.75 will have to be collected from the public in order to pay all charges. The annual statement of the Canadian Northern railway issued in

December, 1910, gives the operating expenses per freight train mile as $1.50 to which has to be added fixed charges which will make their total charges more than $1.75. The gross earnings per freight train mile are given as $2.59 and for all trains slightly over $2 per train mile. In other words for every train the Canadian Northern ran a mile, more than $2 was collected from the public and in the case of freight $2.59. The figures for the Canadian Pacific railway and other roads are not at hand just now but are not very much different from the above.

Thus you will see that if expenses are held to $1.75 per train mile it probably means the lowest rates in Canada to the public.

On the basis of 3,000 trains per year the following then appears to be the minimum which it will be necessary to collect from the public:—

Churchill Route.

Distance.	Trains.	Train miles.	At $1.75 per train mile.
500 miles..	3,000	1,500,000	$2,625,000
	Nelson Route.		
420 miles..	3,000	1,260,000	2,205,000
In favour of Nelson route..			$ 420,000

From the railway end of the problem it is apparent that a minimum of $420,000 per year will be saved to Western Canada by the selection of Port Nelson as a terminus. If the charge of $1.75 per train mile is found too low or the traffic is greater than 3,000 trains per year the difference in favour of the Nelson route will be found still greater.

Another way to illustrate is as follows:—

Cost of operating railway to Churchill per year..	$2,625,000
Assume cost of terminal development at $10,000,000 at 4 per cent..	400,000
Total cost of the route to the public per year..	$3,025,000
Cost of operating railway to Nelson per year..	$2,205,000
Assume cost of terminal development at $20,000,000 at 4 per cent..	800,000
Total cost to the public per year..	$3,005,000

I do not know what the final results of the Naval Service investigation of Port Nelson show, but they must have found a very bad place if the above figures are overcome.

(Signed) JOHN ARMSTRONG.

PART VII

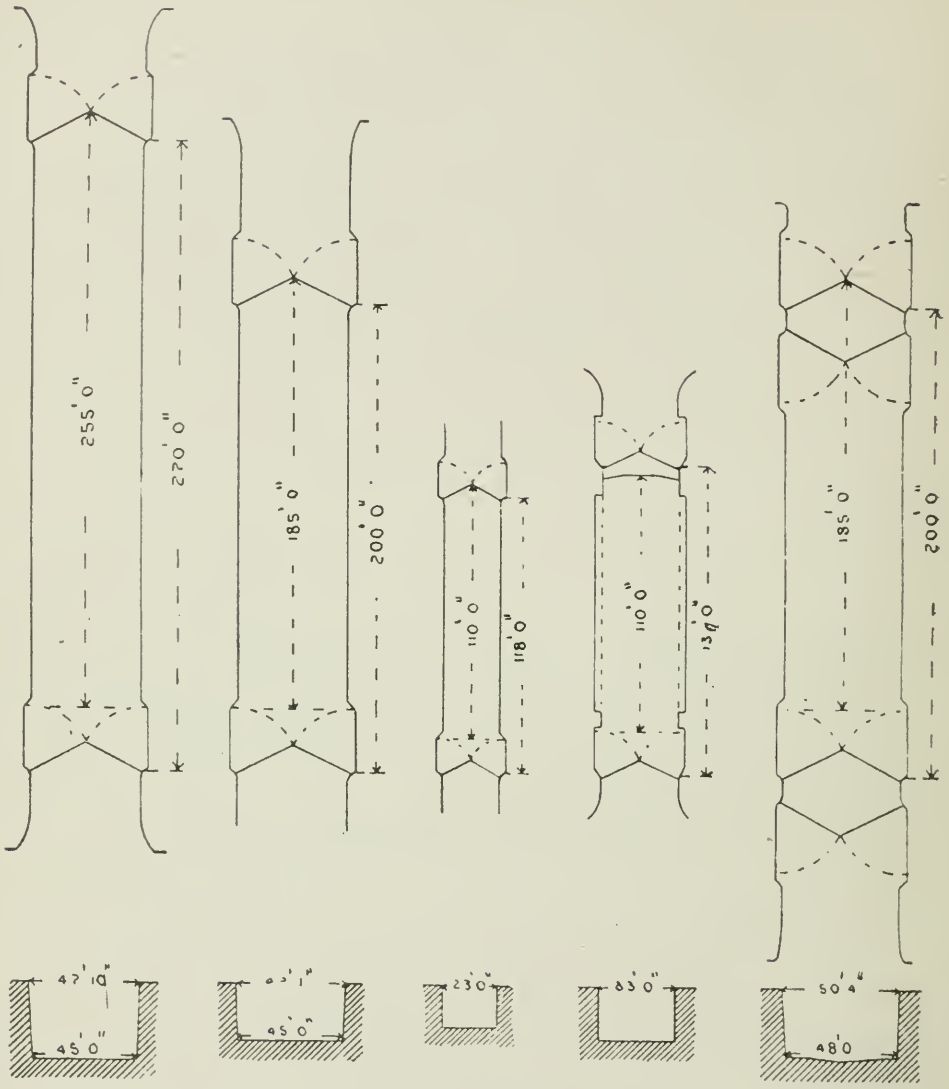
CANALS

Diagrams showing dimensions of smallest lock on each canal, &c.

Dimensions and other features of the several canal works, and description of the intermediate water navigations:

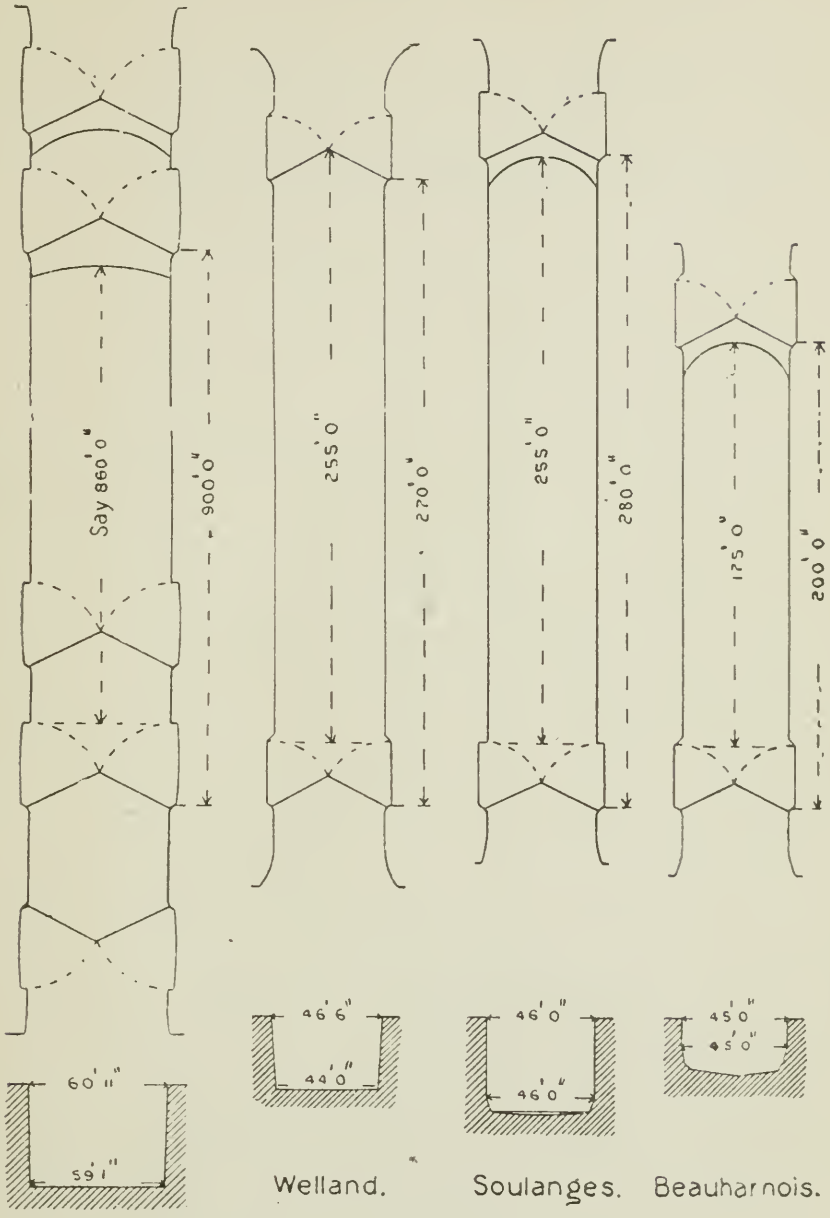
1. Between Montreal and Port Arthur or Fort William, Lake Superior.
2. Montreal, Ottawa and Kingston.
3. River Richelieu and Chambly Canal to Lake Champlain.
4. Trent Canal.
5. St. Peter's Canal.

Plans and Sections showing Dimensions of the Smallest Lock on each



There are no locks on the through route between Lake Superior and

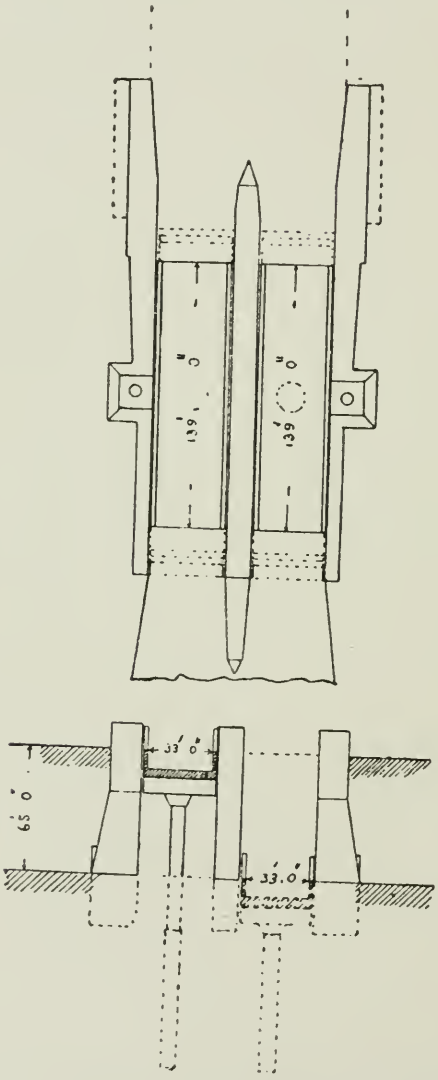
of the Canadian Canal System except the Trent Canal, which is uncompleted.



Montreal of less dimension than those of the Welland Canal Locks.

TRENT CANAL

Hydraulic Lift-Lock at Peterborough
65 Feet Lift



SESSIONAL PAPER No. 20

CANALS

The following statements give in concise form the essential features of the government canal works and the intermediate water navigation.

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers are as follows:—

First.—The through route between Montreal and Port Arthur or Fort William on the west shore of Lake Superior (14 feet minimum depth of water).

	Statute Miles.
1. Lachine canal	8½
Lake St. Louis and River St. Lawrence	16
2. Soulanges canal	14
Lake St. Francis and River St. Lawrence	31
3. Cornwall canal	11¼
River St. Lawrence	5
4. Farrans Point canal	1¼
River St. Lawrence	9½
5. Rapide Plat canal	3⅔
River St. Lawrence	4½
6. Galops canal	7⅓
River St. Lawrence and Lake Ontario	228
7. Welland canal	26¾
Lake Erie, Detroit river, Lake St. Clair, Lake Huron, &c.	574
8. Sault Ste. Marie canal	1¼
Lake Superior to Port Arthur or to Fort William	272
Total	1,214
To Duluth	1,336
Chicago	1,240

Second.—Montreal to International Boundary, near Lake Champlain.

	Statute Miles.
1. St. Lawrence river to Sorel	46
2. Sorel, via Richelieu river, to St. Ours lock	14
3. St. Ours lock	⅛
4. Richelieu river, St. Ours lock, to Chambly canal	32
5. Chambly canal	12
6. Chambly canal to boundary line	23
Total	127⅛

Third.—Montreal to Ottawa.

	Statute Miles.
1. Lachine canal	8½
2. Lake St. Louis	15
St. Anne's lock at outlet of Ottawa river	⅛
Lake of Two Mountains and Ottawa river	27
3. Carillon canal	¾
Ottawa river	6¼
4. Grenville canal	5¾
Ottawa river to Ottawa	56
Total	119⅜

Fourth.—Ottawa to Kingston and Perth.

	Statute Miles.
1. Rideau canal, Ottawa to Kingston	126¼
Perth Branch,—Rideau lake to Perth	7
Total	133¼

Fifth.—Lake Ontario, at Trenton, to Lake Huron.

1. Trent canal,—not completed.

Sixth.—Atlantic Ocean to Bras d'Or Lakes, Cape Breton.

	Statute Miles.
1. St. Peter's canal	½

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Strait of Belle Isle to Port Arthur or Fort William on the west coast of Lake Superior, a distance of 2,217 statute miles. The distance to Duluth is 2,339 miles; the distance to Chicago, 2,243 miles. From the Strait of Belle Isle, at the mouth of the St. Lawrence, to Montreal the distance is 1,003 statute miles. From Quebec to Montreal the distance is 160 miles.

The control of the St. Lawrence ship channel, and the making of improvements thereto, are now under the Department of Marine and Fisheries, whose annual reports give full information as to the history and improvement of the channel. A 30-foot channel between Montreal and Father Point—with a width of 450 feet in the straight portions, and of from 600 to 750 feet in the bends between Montreal and Quebec, and of 1,000 feet everywhere below Quebec—has been practically completed. In 1909 the first work of deepening the ship channel to 35 feet was begun.

By means of channel improvements, Montreal has been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the several rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the Great Lakes and the Sault Ste. Marie canal to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and Lake Superior is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farrans Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 74 miles; total lockage (or height directly overcome by locks), 553¾ feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior, is 48. The Soulanges canal takes the place of the Beauharnois canal, abandoned for navigation purposes, and the Murray canal is used only by the coasting vessels on Lake Ontario. It is not a part of the through route.

It is important to note that the enlargement of canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of vessels to be accommodated is limited to 255 feet. At Farrans Point, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois, on the Galops canal, the object being to pass a full tow at one lockage. The lock at Sault Ste. Marie is 900 feet by 60 feet, with 18 feet 3 inches on the sills at lowest known water level.

Access from Lake Erie to Lake Huron is obtained by way of the Detroit river, Lake St. Clair, and the St. Clair river, which have been deepened to a minimum of 21 feet, principally by the United States government.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canals, situated on the United States side of the River St. Mary. Improvements of the United States channels in River St. Mary through Hay lake, east of Sault Ste. Marie, have been carried on for several years past. The dredged areas now total 34 miles in length, with a minimum width of 300 feet, which is increased at angles and other critical points to 1,000 feet. The depth is 20 feet at the mean stage of water. In the year 1903 excavation was commenced to afford 21 feet at the lowest stage of water.

The improvement of Canadian channels from above Montreal to the head of Lake Superior is controlled by the Department of Public Works. Work is now under way to dredge the channel in the River St. Mary to 21·5 feet below L.W.L., the existing minimum depth being 18·75 feet below L.W.L. Existing depths elsewhere between Lakes Erie and Superior give a minimum of 21 feet below L.W.L. The Limekiln channel in the Detroit river has been deepened to 21 feet; and the United States government has opened the Livingstone channel in the same (Detroit river) with a depth of 22 feet.

The improvements at the harbours of Fort William and Port Arthur now under way will give a minimum depth of 25 feet below L.W.L. This depth exists at present over the channels leading to the principal wharfs.

The provisions and maintenance of aids to navigation on all Canadian river and lake channels is controlled by the Department of Marine and Fisheries.

The Sault Ste. Marie, Welland, Cornwall, Soulanges and Lachine canals are well lighted throughout by electricity, and are electrically operated. The Farrans Point canal is lighted with acetylene gas.

Navigation, which is closed by ice during the winter months, opens about the end of April on the Great Lakes and St. Lawrence route. Ice-breaking steamers are now employed to lengthen the navigable season at Lake Superior and Georgian Bay terminals.

STATEMENT OF PRESENT MINIMUM DEPTH OF IMPROVED CHANNELS.

Father Point to Montreal	30 feet.
Montreal to Port Colborne	14 "
Port Colborne to Fort William	18¾ "

LACHINE CANAL.

Length of canal	8½ statute miles.
Number of locks	5
Dimensions of locks	270 feet by 45 feet.
Total rise of lockage	45 feet.
Depth of water on sills, at two locks	18 "
Depth of water on sills, at three locks	14 "
Average width of new canal	150 "

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills. The two lower north locks, however have been lengthened to 270 feet, and have 16½ feet of water on the sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bar the ascent of the River St. Lawrence. They are 986 miles distant from the Strait of Belle Isle.

SOULANGES CANAL.

Length of canal	14 statute miles.
Number of locks—	
Lift	4
Guard	1
Dimensions of locks	280 feet by 45 feet.
Total rise of lockage	84 feet.
Depth of water on sills	15 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	164 "

The canal extends from Cascade Point to Coteau Landing, overcoming the Cascades rapids, Cedar rapids and Coteau rapids.

From the head of the Lachine to the foot of the Soulanges canal the distance is sixteen miles.

CORNWALL CANAL.

Length of canal	11 statute miles.
Number of locks	6
Guard gates	1
Dimensions of locks	270 feet by 45 feet.
Total rise or lockage	48 feet.
Depth of water on sills	14 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

The old lift locks, 200 feet by 55 feet, are also available with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis 31 miles, which is navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault rapids from the town of Cornwall to Dickinson's Landing.

WILLIAMSBURG CANALS.

The Farrans Point, Rapide Plat and Galops canals are collectively known as the Williamsburg canals.

FARRANS POINT CANAL.

Length of canal	1¼ mile.
Number of locks	1
New lock	800 feet by 50 feet.
Old lock	200 " 45 "
Total rise or lockage	3½ feet.
Depth of water on sills of new lock	14 "
Depth of water on sills of old lock	9 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

From the head of the Cornwall canal to the foot of Farrans Point canal the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farrans Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

Length of canal	3⅔ miles.
Number of locks	2
Dimensions of locks	270 feet by 45 feet.
Total rise or lockage	11½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	152 "

The old lift-lock, 200 feet by 45, is also available with nine feet of water on mitre sills.

From the head of Farrans Point canal to the foot of Rapide Plat canal there is a navigable stretch of 9½ miles. The canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

Length of canal	7⅓ miles.
Number of locks	3
Dimensions of locks—	
Lift-lock at foot of canal	800 by 50 feet
Guard-lock at head of canal	270 by 45 "
Lift-lock to pass vessels around Galops rapids only	303 by 45 "
Total rise or lockage	15½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal the St. Lawrence is navigable 4½ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

MURRAY CANAL.

Length between eastern and western piers	5⅛ miles.
Breadth at bottom	80 feet.
Depth at water surface, low water, Lake Ontario	124 "
Depth below low water, Lake Ontario	11 "
Number of locks	None.

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinté and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

	Old line.	Enlarged or new line.
Length of canal	27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3)	2	1
Number of locks—		
Guard	1	1
Lift	26	25
Dimensions: 1 (tidal) 230 x 45; 1 lock 200 x 45; 1 lock 270 x 45; 24 locks 150 x 26½	270 feet x 45 feet.	
Total rise or lockage	326¾ feet.	326¾ feet.
Depth of water on sills	10¼ "	14 "

WELLAND RIVER BRANCHES.

Length of canal—	
Port Robinson Cut to River Welland	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct	300 "
Chippewa Cut to River Niagara (6-ft. navigation only)	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson	2
Dimensions of locks	150 by 26½ feet.
Total lockage from the canal at Welland down to River Welland	10 feet.
Depth of water on sills	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal	21 miles.
Number of locks	2
Dimensions of locks	1 of 150 by 26½ ft.; 1 of 300 by 45 ft. lower, 28 ft. upper.
Total rise or lockage	10 feet.
Depth of water on sills	9 "
Navigable depth of channel	6 " only.

PORT MAITLAND BRANCH.

Length of canal	1¾ miles.
Number of locks	1
Dimensions of locks	185 feet by 45 feet.
Depth of water on sills	7½ feet.
Total rise or lockage	7 "
Navigable depth of channel	6 " only.

The Welland canal has two entrances from Lake Ontario at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 274 miles, and to Duluth 397 miles.

SAULT STE. MARIE CANAL.

Length of canal, between the extreme ends of the entrance piers	1⅓₀ miles or 7,472 feet.
Number of locks	1
Dimension of locks; width at lock bottom, 59 feet.	900 feet by 60 feet at water level;
Depth of water on sills (at lowest known water level)	18 feet 3 inches.
Total rise or lockage (mean)	19 feet.
Breadth of canal at bottom	141 feet 8 inches.
Breadth at surface of water	150 feet.

This canal has been constructed through St. Mary's island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245¾ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

OTTAWA RIVER CANALS.

The Ste. Anne's Lock. Carillon Canal. Grenville Canal.

RIDEAU CANAL.

The total lockage (not including that of the Lachine canal) is 509 feet (345 rise, 164 fall) and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Intermediate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine Canal	8½	
From Lachine to Ste. Anne's Lock	15	23½
Ste. Anne's Lock and piers	½	23⅝
Ste. Anne's Lock to Carillon Canal	27	50⅝
The Carillon Canal	¾	51⅜
From Carillon to Grenville Canal	6¼	57⅝
The Grenville Canal	5¾	63⅜
From the Grenville Canal to entrance of Rideau Navigation	56	119⅜
Rideau Navigation ending at Kingston	126¼	245⅝
" Perth Branch, from Rideau Lake to Perth	7	195

STE. ANNE'S LOCK.

	New Lock.	Old Lock.
Length of canal	⅛ mile.	⅛ mile.
Number of locks	1	1
Dimensions of locks	200 x 45 feet.	190 x 45 feet.
Total rise of lockage	3 "	3 "
Depth on sills	9 "	6 "

This work, with guide piers above and below, surmounts the St. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLON CANAL.

Length of canal	¾ mile.
Number of locks	2
Dimensions of locks	200 x 45 feet.
Total rise or lockage	16 feet.
Depth of water on sills	9 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	110 "

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal is a navigable stretch of 27 miles, through the Lake of Two Mountains and River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Length of canal	5¾ miles.
Number of locks	5
Dimensions of locks	200 x 45 feet.
Total rise or lockage	43¾ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	40 to 50 feet.
Breadth of canal at surface of water	50 to 80 "

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa at the city of Ottawa with the eastern end of Lake Ontario at Kingston.

Length of navigation	126¼ miles.
Number of locks from Ottawa to Kingston	33 ascending. 14 descending.
Total lockage 457½	292¼ rise and 165¼ fall. at low water.
Dimensions of locks	134 x 33 feet.
Depth of water on sills	5 feet.
Navigation depth through the several reaches	5 feet.
Breadth of canal reaches at bottom	54 feet in rock. 60 feet in earth.
Breadth of canal at surface of water	80 feet in earth.

PERTH BRANCH.

Length of canal	7 miles.	
Number of locks	2	
Dimensions of locks	134 feet x 33 feet.	
Total rise or lockage	26 "	
Depth of water on sills	5 "	6 inches.
Length of dam	200 "	
Breadth of canal at surface of water	80 "	
Breadth of canal at bottom	40 "	in rock.
	60 "	in clay.

The Perth branch of the Rideau canal affords communication between Beveridge's Lay, on Lake Rideau, and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolf lake system.

2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.

3. The southwest descending level to Kingston, supplied by the Mud lake system, formerly known as the Devil lake system, discharging into Lake Opinicon.

Lake Opinicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow to Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through

the St. Ours lock to the basin at Chambly; thence, by the Chambly canal, to St. Johns, and up the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, at the southern end of Lake Champlain, connection is obtained by means of the Champlain canal with the River Hudson, by which the city of New York is directly reached.

The following table shows the distances between Sorel and New York:—

Sections of navigation.	Intermediate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours Lock	14	14
St. Ours Lock to Chambly Canal	32	46
Chambly Canal	12	58
Chambly Canal to boundary line	23	81
Boundary line to Champlain Canal	111	192
Champlain Canal to junction with Erie Canal	66	258
Erie Canal from junction to Albany	7	265
Albany to New York	146	411

ST. OURS LOCK AND DAM.

Length	⅛ mile.
Number of locks	1
Dimensions of lock	200 feet by 45 feet.
Total rise or lockage	5 feet.
Depth of water on sills	7 "
Length of dam in western channel	690 "

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Length of canal	12 miles.	
Number of locks	9	
Dimensions of locks—		
Guard lock No. 1 at St. Johns	122 feet	From 22½ to 24 feet wide.
Lift lock No. 2	124 "	
Lift locks Nos. 3, 4, 5, 6	118 "	
Lifts locks Nos. 7, 8, 9, combined	125 "	
Total rise or lockage	74 "	
Depth of water on sills	6½ "	
Breadth of canal at bottom	36 "	
Breadth of canal at surface of water	60 "	

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in the present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 155 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe. The route from Lake Simcoe to Georgian bay, Lake Huron has not yet been determined.

The full execution of the scheme, commenced by the imperial government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog, to Port Perry, a distance of approximately 174 miles from Trenton.

The works by which the Trent navigation has been improved to date comprise short canals with locks at Hastings, Peterborough, Peterborough to Lakefield 7 locks, one being a hydraulic lift; Young's Point, Burleigh Falls, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale, and six locks between Balsam and Simcoe lakes, one being a hydraulic lift; also lock and dam at Lindsay.

Also dams at Healey Falls, Hastings, Peterborough, Peterborough to Lakefield, 6; Young's Point, Burleigh, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale, and three between Balsam and Simcoe lakes.

Bridges also have been built at many of the locks and at other places.

For convenience the canal may be divided into the following divisions, the lengths being given:—

ONTARIO-RICE LAKE DIVISION.

Embracing the canal and river navigation between Trenton, on the Bay of Quinte, to Rice lake, 56 miles.

The all-river route from Trenton, on the Bay of Quinté, to Rice lake was fully decided upon by the government during the session of 1907, and the work of construction was begun that fall. The improvement is carried out on the principle of damming the river at suitable points by means of dams, and connecting the pools thus created by means of locks and short stretches of canal. The locks on this division will be 175 feet long, 33 feet wide, with 8 feet 4 inches of water on the sills. In the reaches there will be a minimum depth of 9 feet of water. For the purpose of construction, this division of 56 miles has been divided into seven sections, all of which are under contract. Rice lake is 369 feet above low water level of Lake Ontario, which height will be overcome by 18 locks.

PETERBOROUGH-RICE LAKE DIVISION.

Embracing that stretch of river and lake navigation from the lower end of Rice Lake to Peterborough, 32 miles.

This division is navigable with a minimum depth of 6 feet.

At Hastings are a concrete lock, replacing the old masonry lock, and a concrete dam, replacing the old timber structure which formerly existed at that point; these maintain navigation on the Trent River, Rice Lake and the Otonabee River to Peterborough, a distance of about 38 miles.

At Peterborough, 89 miles from Trenton, is a masonry lock and a concrete dam which maintain navigation through Little lake to lock No. 6 of the Peterborough-Lakefield division, a distance of about three-quarters of a mile.

PETERBOROUGH-LAKEFIELD DIVISION.

Embracing that stretch of river and canal navigation from Little lake at Peterborough to Lakefield, 10 miles

Construction completed and canal in operation with a minimum depth of 6 feet for navigation.

From Peterborough to Lakefield, navigation is maintained on the Otonabee river by a series of concrete locks and timber dams as follows:—

Leaving Little lake through lock No. 6, in a distance of about half a mile, the hydraulic lift lock is reached, where there is a lift of 65 feet into a reach which extends to lock No. 5, about five miles from Peterborough, the last mile only of this reach being in the river; from here to Lakefield, locks 5, 4, 3, 2 and 1, with their respective dams, give navigation to Lakefield, about ten miles from Peterborough, or 99 from Trenton, and thence on five miles further to Young's Point.

KAWARTHA LAKES DIVISION.

Embraces that stretch of lake and river navigation from Lakefield to the entrance to the canal on the west shore of Balsam lake—62 miles.

Navigable with a minimum depth of 6 feet. Also in this division, may be included the Lindsay branch which embraces the Scugog lake and river from main channel on Sturgeon lake to Port Perry, the distance being about 30 miles, not included in the total 62 miles, above mentioned. A new lock and dam at Lindsay on this branch has recently been built.

At Young's Point, a masonry lock and timber dam maintain navigation through Clear and Stony lakes to Burleigh, a distance of about nine miles.

At Burleigh, a masonry lock of two lifts and concrete dam maintain navigation through Lovesick lake, about two miles, to Lovesick. A new concrete dam has recently been completed at Burleigh.

At Lovesick, a masonry lock and timber dam maintain navigation through Deer bay for about five miles to Buckhorn.

At Buckhorn, a masonry lock and new concrete dam maintain navigation for about 16½ miles through Buckhorn and Pigeon lakes to Bobcaygeon, 136 miles from Trenton, and also, as branches, maintain navigation from Buckhorn lake through Chemong lake to Bridgeworth, about 8 miles, and in the Pigeon river from Pigeon lake to Omemee, about 10 miles.

At Bobcaygeon, a masonry lock and two dams, one being recently rebuilt of concrete and the other a timber one, maintain navigation through Sturgeon lake and Fenelon river, a distance of about 14½ miles to Fenelon Falls.

At Fenelon Falls is a short canal, a masonry lock of two lifts and a timber dam which maintain navigation across Cameron lakes to Rosedale, a distance of about 3½ miles to a new concrete lock of the same dimensions as those of the Ontario-Rice lake division.

At Rosedale, the new concrete lock and dam maintain navigation on Balsam lake, the summit level of the canal, which extends from Rosedale to the hydraulic

lock at Kirkfield, a distance of twelve miles; half of this distance is through a canal connecting Balsam lake with the lock, which is about 166 miles from Trenton.

SIMCOE-BALSAM LAKE DIVISION.

Extends from Balsam lake to Gamebridge on Lake Simcoe—18.2 miles.

Construction completed and canal in operation with a minimum depth of 6 feet.

At the Kirkfield hydraulic lock is a drop of 50.44 feet from the summit level. From this point to Gamebridge on Lake Simcoe, 179 miles from Trenton, the route consists of canal and river reaches maintained by damming the Talbot river. There are five new concrete locks numbered 1, 2, 3, 4 and 5, with concrete dams at Nos. 1, 2 and 3.

HOLLAND RIVER DIVISION.

This contemplated the canalization of the Holland river between Lake Simcoe and Newmarket, 12.3 miles. It has not been completed, and work on it was discontinued in December 1911.

The following is a list of locks now in use, with their dimensions, in order of location, from Hastings to Gamebridge on Lake Simcoe.

		Length between Hollow Quoins.	Width.	Depth on Sill.	Lift.
		Ft.	Ft.	Ft.	Ft.
1	Lock at Hastings	175	33	8 4 in.	9
1	" at Peterborough	134	33	6	9
1	" No. 6, Peterborough—Lakefield Division	142	33	6	12
1	" at Peterborough, hydraulic lift lock No. 1	140	33	6	65
1	" No. 5, Peterborough—Lakefield Division	142	33	6	14
1	" No. 4, " " "	142	33	6	12
1	" No. 3, " " "	142	33	6	12
1	" No. 2, " " "	142	33	6	10
1	" No. 1, " " "	142	33	6	16
1	" at Young's Point	134	33	6	6
2	" at Burleigh, each 11½ feet { Upper / Lower }	134 / 150	33	6	23
1	" at Lovesick	134	33	6	4
1	" at Buckhorn	134	33	6	9
1	" at Bobcaygeon	134	33	6	7
2	" at Fenelon Falls, each 12 feet { Upper / Lower }	134 / 150	33	6	24
1	" at Rosedale	175	33	8 4 in.	4
1	" at Kirkfield, hydraulic lift No. 2	140	33	6	50·44
1	" No. 1, Simcoe—Balsam Lake Division	142	33	6	21
1	" No. 2, " " "	142	33	6	14
1	" No. 3, " " "	142	33	6	14
1	" No. 4, " " "	142	33	6	14
1	" No. 5, " " "	142	33	6	11
24					
1	" at Lindsay, Scugog Branch	142	33	6	6·5

ST. PETER'S CANAL, CAPE BRETON.

Length of canal	About 2,600 feet.
Breadth at water line	55 feet.
Lock	1 tidal lock, 4 pairs of gates.
Dimensions	200 feet by 48 feet.
Depth of water on sills	18 feet at lowest water.
Depth through canal	19 feet.
Extreme rise and fall of tide in St. Peter's bay	7 feet.

This canal connects St. Peter's bay on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic. A new Atlantic entrance and lock, 300 feet by 48 feet, are now under construction. These will replace the existing lock and entrance.

PART VIII.—MISCELLANEOUS STATEMENTS.

Table of distances, Intercolonial and Prince Edward Island Railways.

INTERCOLONIAL RAILWAY.

Expenses, gross earnings, freight tonnage, profit or loss, and passengers yearly since July 1, 1876.
Earnings, passenger, freight, mails and sundries yearly since July 1, 1876.
Earnings, yearly since July 1, 1876.
Local and through freight, yearly since July 1, 1876.
Local and through passengers, yearly since July 1, 1876.
Coal carried from Nova Scotia colleries, yearly since July 1, 1876.
Grain carried for shipment, yearly since July 1, 1876.
Flour and meal carried, yearly since July 1, 1876.
Grain carried, yearly since July 1, 1876.
Lumber carried, yearly since July 1, 1876.
Live stock carried, yearly since July 1, 1876.
Raw and refined sugar carried yearly, since July 1, 1876.
Fresh and salt fish carried, yearly since July 1, 1876.
Ocean-borne goods carried, yearly since July 1, 1876.

WINDSOR BRANCH.

Earnings, expenses and profits or losses, yearly from 1880.

PRINCE EDWARD ISLAND RAILWAY.

Expenses, earnings, freight and passenger traffic and loss, yearly from 1875.

CANALS.

Statement showing total cost of construction and enlargement from Montreal to Port Arthur.
Statement showing total cost of construction and enlargement from Lachine to Ottawa.
Statement showing total cost of construction and enlargement from Ottawa to Kingston.
Statement showing total cost of construction and enlargement from St. Johns to Sorel.
Statement showing total cost of construction and enlargement from Lake Ontario to Georgian Bay.
Statement showing total cost of construction and enlargement from Atlantic Ocean to Bras d'Or Lakes.
Freight traffic in 1910 and 1911.
Dates of opening and closing of canals for the season of 1911.

INTERCOLONIAL RAILWAY.

The Intercolonial railway touches six Atlantic ocean ports, namely, Pointe du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney, as well as the River St. Lawrence ports of Lévis, opposite Quebec, and Montreal.

The total length of the road operated during the year ended March 31, 1912, was 1,468.15 miles.

The following are the through distances:—

	Miles.
Montreal to Halifax, via Lévis	827
" " St. John, via Lévis	740
" " Sydney, via Lévis	990
" " North Sydney, via Lévis	983

Freight is carried direct via St. Henri, which would reduce each of the above distances by 3 miles.

MAIN LINE AND BRANCHES.

	Miles.
Halifax to Truro	61·87
Dartmouth Branch	12·00
Truro to Moncton	123·77
Moncton to St. John	89·31
Pointe du Chêne Branch	11·98
Moncton to Campbellton	185·37
Campbellton to Ste. Flavie	105·03
Indiantown Branch	21·95
Ste Flavie to Rivière du Loup	83·29
Rivière Ouelle Branch	6·19
Rivière du Loup to Pointe Lévis	115·55
Hadlow to Chaudière Curve	5·63
Chaudière to Ste. Rosalie	115·53
St. Charles Junction to Chaudière Junction	16·73
Nicolet Branch	14·70
Dalhousie Branch	6·28
Pictou to Oxford Junction	69·39
Brown's Point to Stellarton	11·90
Junction near New Glasgow to Pictou Landing	8·18
Pugwash Junction to Pugwash	4·54
Truro to Mulgrave	122·30
Mulgrave to Point Tupper (Ferry)	0·80
Point Tupper to Sydney	91·17
North Sydney Junction to Sydney Mines	7·07
Fredericton to Loggieville	124·80
Ferona Junction to Sunny Brae	12·52
	1,427·85

LEASED.

Length of main line from Pointe Lévis to Hadlow	1·48	
Chaudière Curve to Chaudière	1·19	
Ste. Rosalie Junction to Montreal	37·63	40·30
Total miles		1,468·15

FREIGHT BRANCHES OWNED.

	Miles.
Switch near North street to D.W.T., Halifax	0·85
Halifax Cotton Factory	2·10
Dartmouth Station to end of line	2·12
Sydney Station to wharf	1·06
North Sydney Station to wharf	0·82
Switch near Pictou landing to coal wharf	0·75
Pictou Station to wharf	0·15
Pictou Station to Copper Crown Smelter	0·72
Logan's Tannery siding	0·48
Pugwash Station to wharf	0·07
Sackville Wharf Branch	0·47
Dorchester Wharf Branch	1·00
Moncton Wharf Branch	1·00
Courtney Bay Branch	2·39
St. John water front extension	0·44
St. John Station to Deep Water Wharf	0·28
Newcastle Wharf Branch	1·75
Dalhousie Station to wharf	0·50
Campbellton Wharf Branch	0·43
Rimouski Wharf Branch	2·00
Trois Pistoles Spur	2·38
Rivière du Loup Wharf Branch	4·35
St. Pacôme Spur	1·27
Nicolet Station to wharf	2·08
Carmel Branch, main line to village	1·05
Fort Lawrence Spur	1·18
Wallace Spur	2·00
Petit Rocher Spur to wharf	1·35
	35·04

WINDSOR BRANCH.

This road extends from Windsor Junction, on the Intercolonial railway, to Windsor, N.S., a distance of 32 miles.

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

	Miles.
Souris to Tignish	166
Mount Stewart to Georgetown	24
Charlottetown to Royalty Junction	5
Emerald Junction to Cape Traverse	13
Alberton to Cascumpec wharf	1
Charlottetown to Murray Harbour	52·3
Montague Junction to Montague	6·2
	267·5

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INTERCOLONIAL RAILWAY.

THE following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year from July 1, 1876, to March 31, 1912.

Year.	Average miles in Operation	Working Expenses.	Gross Earnings.	Profit.	Loss.	Tons of Freight carried.	No. of Passengers carried.
		$ cts.	$ cts.	$ cts.	$ cts.		
1876-77	714	1,661,673 55	1,154,445 33		507,228 22	421,327	613,420
1877-78	714	1,816,273 56	1,378,946 78		432,326 78	552,710	618,957
1878-79	714	2,010,183 22	1,294,009 69		716,083 53	510,861	640,101
1879-80	829	1,603,439 71	1,506,298 48		97,131 23	561,924	581,483
1880-81	840	1,759,851 27	1,760,393 92	542 65		725,777	631,245
1881-82	840	2,069,657 45	2,079,262 66	9,605 18		838,956	779,994
1882-83	840	2,360,373 27	2,370,910 10	17,547 18		970,961	878,600
1883-84	887	2,377,433 62	2,384,414 92	6,981 30		1,009,237	944,636
1884-85	941	2,519,751 56	2,441,203 66		78,547 90	989,986	957,228
1885-86	946	2,583,999 67	2,450,093 88		133,905 79	1,023,788	932,880
1886-87	977	2,922,369 62	2,660,116 93		262,252 69	1,143,020	942,784
1887-88	971	3,366,781 74	2,983,336 05		383,445 69	1,288,823	1,040,163
1888-89	971	3,244,647 73	2,967,801 00		276,847 73	1,218,877	1,136,272
1889-90	971	3,560,575 74	3,012,739 87		847,835 87	1,368,819	1,219,233
1890 91	1,091	3,662,341 94	2,977,395 38		684,946 56	1,304,534	1,298,304
1891-92	1,142	3,439,377 00	2 945,441 97		493,935 03	1,264,575	1,297,732
1892-93	1,142	3,045,317 50	3,065,499 09	20,181 59		1,338,080	1,292,878
1893-94	1,142	2,981,671 98	2,987,516 17	5,838 29		1,342,710	1,301,062
1894-95	1,142	2,936,902 74	2,940,717 95	3,815 21		1,276,816	1,352,664
1895-96	1,142	3,012,827 62	2,957,670 10		55,187 52	1,379,618	1,471,866
1896-97	1.145	2,925,968 67	2.866,028 02		59,940 65	1,296,028	1,501.690
1897-98	1,201	3,327,648 51	3,117,669 85		209,978 66	1,434,576	1,523,444
1898-99	1,301	3,675,686 21	3,738,331 44	62,645 43		1,750,761	1,603,095
1899-1900	1,301	4,431,404 69	4,552,071 71	120,667 02		2,151,208	1,029,754
1900-01	1,301	5,160,404 64	4,972,235 87		488,186 77	2,111,310	2,517,295
1901-02	1,301	5,574,563 30	5,671,385 91	96,822 61		2,385,816	2,186,226
1902-03	1,315	6,196,653 19	6,324,323 72	127,670 53		2,790,737	2,404,230
1903-04	1,321	7,239,982 04	6,339,231 43		900,750 61	2,664 149	2,663,156
1904-05	1,446	8,508,826 75	6,783,522 8		1,725,303 92	2,782,257	2,810,960
1905-06	1,446	7,881,914 36	7,643,829 90	61,915 54		3,156,189	2,737,160
1906-07†	1,448	6,030,171 83	6,248,311 00	218,139 17		2,606,073	2,044,847
1907-08	1,448	9,157,435 53	9,173,558 80	16,123 27		4,134,064	2,789,371
1908-09	*1,447·13	9,328.021 55	8,527,069 46		800,952 09	3,573,972	2,907,232
1909-10	1,447·13	8,645,070 33	9,268,234 99	623,164 66		3,927,240	3,122,347
1910-11	1,455·63	9,595,976 79	9.863,783 40	267,806 61		4,101,400	3,232,895
1911-12	1,468·15	10,591,035 84	10,593,785 84	2,750 00		4,536,599	3,416,553

† The year 1906-7 was nine months only; the Canadian fiscal year having been changed to close on March 31, instead of June 30.

* The railway was remeasured in this year.

INTERCOLONIAL RAILWAY.

STATEMENT of Earnings, yearly, from July 1, 1876, to March 31, 1912.

Year.	Miles in Operation.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.
1876-7	714	460,368 15	607,564 99	86,512 21	1,154,443 33
1877-8	714	475,256 82	801,709 82	101,985 07	1,378,946 78
1878-9	714	451,893 29	752,490 85	88,715 55	1,294,009 69
1879-80	829	490,338 66	915,486 50	100,473 32	1,506,298 48
1880-1	840	545,114 48	1,113,872 21	101,407 23	1,760,493 92
1881-2	840	651,299 74	1,303,496 00	124,470 72	2,079,262 66
1882-3	840	741,992 72	1,487,601 98	141,326 40	2,379,910 10
1883-4	887	775,784 77	1,461,390 37	147,240 78	2,383,414 92
1884-5	941	747,285 13	1,542,052 10	151,566 35	2,441,203 66
1885-6	946	765,900 03	1,523,487 72	160,706 13	2,450,093 88
1886-7	977	828,328 28	1,677,971 59	153,817 06	2,660,116 93
1887-8	971	844,448 07	1,932,877 85	166,010 13	2,983,336 95
1888-9	971	906,246 77	1,909,094 44	152,460 09	2,967,801 00
1889-90	971	895,094 53	1,964,646 86	152,998 48	3,012,739 87
1890-1	1,094	962,316 88	1,853,629 88	160,448 62	2,977,395 38
1891-2	1,142	961,427 94	1,803,529 03	180,485 00	2,946,441 97
1892-3	1,142	1,002,912 74	1,868,853 84	184,468 80	3,065,499 09
1893-4	1,142	958,915 13	1,834,126 34	193,762 51	2,987,502 27
1894-5	1,142	963,914 44	1,782,608 54	194,194 97	2,940,717 95
1895-6	1,142	971,426 26	1,788,813 18	197,400 66	2,957,640 10
1896-7	1,145	979,005 57	1,687,050 42	199,472 03	2,866,028 02
1897-8	1,201	1,053,864 64	1,857,740 06	206,065 15	3,117,669 85
1898-9	1,315	1,167,453 16	2,348,096 58	222,781 70	3,738,331 44
1899-1900	1,315	1,404,469 87	2,912,790 52	234,811 32	4,552,071 91
1900-1	1,315	1,607,166 79	3,121,006 15	244,062 93	4,972,235 87
1901-2	1,315	1,770,941 13	3,644,513 42	255,931 36	5,761,385 91
1902-3	1,315	1,927,916 87	4,128,255 00	268,151 75	6,324,323 72
1903-4	1,321	2,021,568 40	4,041,122 48	276,540 55	6,339,231 43
1904-5	1,446	2,105,066 75	4,373,178 75	305,277 53	6,783,522 33
1905-6	1,446	2,297,716 52	5,019,805 53	326,307 85	7,643,829 90
1906-7	1,448	1,952,438 88	4,032,745 00	263,127 12	†6,248,311 05
1907-8	1,448	2,711,416 98	6,054,493 45	407,643 37	9,173,358 80
1908-9	*1,147·13	2,628,218 57	5,502,550 58	396,300 31	8,527,069 46
1909-10	1,447·13	2,765,884 66	6,048,884 18	453,466 15	9,268,234 99
1910-11	1,455·63	2,899,419 82	6,344,595 66	619,767 92	9,863,783 40
1911-12	1,468·15	3,017,304 63	7,008,300 49	568,180 72	10,593,785 84

*As remeasured in this year. † 1906-07, nine months only.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Tons of Local and Through Freight carried, yearly, from July 1, 1876, to March 31, 1912.

Year.	Miles en Operation.	Local Freight.	Through Freight.	Total.
1876–7	714	The information for these years was destroyed when the general offices in Moncton were burned		421,327
1877–8	714			522,710
1878–9	714			510,861
1879–80	829			561,924
1880–1	840			725,777
1881–2	840	571,784	267,272	838,956
1882–3	840	537,025	443,936	970,961
1883–4	887	584,581	424,658	1,009,237
1884–5	941	506,574	483,352	989,936
1885–6	946	580,076	443,712	1,023,788
1886–7	977	633,455	509,565	1,143,020
1887–8	971	727,599	561,224	1,288,823
1888–9	971	624,436	594,441	1,218,877
1889–90	971	756,696	612,123	1,368,819
1890–1	1,094	797,492	507,042	1,304,534
1891–2	1,142	750,783	513,792	1,264,575
1892–3	1,142	1,030,628	357,452	1,388,080
1893–4	1,142	966,114	376,596	1,342,710
1894–5	1,142	901,374	366,442	1,267,816
1895–6	1,142	1,101,229	368,389	1,379,618
1896–7	1,145	927,167	368,859	1,296,028
1897–8	1,201	1,053,569	381,007	1,434,576
1898–9	1,315	1,351,569	399,192	1,750,761
1899–1 900	1,315	1,713,928	437,280	2,151,208
1900–1	1,315	1,633,671	477,639	2,111,310
1901–2	1,315	1,914,551	471,265	2,385,816
1902–3	1,315	2,239,993	550,744	2,790,737
1903–4	1,321	2,123,261	540,888	2,664,149
1904–5	1,446	2,119,528	662,729	2,782,257
1905–6	1,446	2,413,863	742,326	3,156,189
1906–7	1,448	1,996,869	609,204	*2,606,073
1907–8	1,448	3,227,425	906,629	4,134,064
1908–9	†1,447·13	2,742,454	831,518	3,573,972
1909–10	1,447·13	2,958,642	968,598	3,927,240
1910–11	1,455·63	3,085,437	1,015,963	4,101,400
1911–12	1,468·15	3,452,489	1,084,110	4,536,599

* 1906-07, nine months only. † As remeasured in this year.

INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried, yearly, from July 1, 1876, to March 31, 1912.

Year.	Miles in Operation.	Number of Local Passengers.	Number of Through Passengers.	Total.
1876-7	714	The information for these years was destroyed when the general offices in Moncton were burned		613,420
1877-8	714			619,957
1878-9	714			640,101
1879-80	829			581,483
1880-1	840			631,245
1881-2	840	647,534	132,460	779,994
1882-3	840	728,186	150,414	878,600
1883-4	887	784,715	159,921	944,636
1884-5	941	812,028	145,200	957,228
1885-6	946	784,817	148,063	932,880
1886-7	977	814,032	128,752	942,784
1887-8	971	948,324	91,839	1,040,163
1888-9	971	1,050,592	85,680	1,136,272
1899-90	971	1,112,695	91,531	1,219,233
1890-1	1,094	1,203,814	94,490	1,298,304
1891-2	1,142	1,198,649	99,083	1,297,732
1892-3	1,142	1,188,827	104,051	1,292,878
1893-4	1,142	1,216,027	85,035	1,301,062
1894-5	1,142	1,272,284	80,383	1,352,667
1895-6	1,142	1,386,803	85,063	1,471,866
1896-7	1,145	1,416,631	85,059	1,501,690
1897-8	1,201	1,438,590	89,854	1,523,444
1898-9	1,315	1,504,652	98,443	1,103,095
1899-1900	1,315	1,878,858	112,896	1,791,754
1900-1	1,315	1,905,599	119,696	2,025,295
1901-2	1,315	2,061,196	125,030	2,186,226
1902-3	1,315	2,555,013	149,217	2,404,230
1903-4	1,321	2,447,843	215,313	2,663,156
1904-5	1,446	2,589,928	221,032	2,810,960
1905-6	1,446	2,491,472	245,688	2,737,160
*1906-7	1,448	1,853,126	191,721	2,044,846
1907-8	1,448	2,593,886	195,485	2,789,371
1908-9	†1,447·13	2,656,217	251,020	2,907,237
1909-10	1,447·13	2,873,547	248,777	3,122,324
1910-11	1,455·63	2,968,435	264,460	3,232,895
1911-12	1,468·15	3,126,922	289,631	3,416,553

*1906-07, nine months only. † As remeasured in this year.

The following table shows the number of Tons of Coal carried over the Intercolonial railway from the Nova Scotia collieries to Ste. Rosalie, Montreal and St. John for points west thereof, and to local stations in each year since July 1, 1876.

Year.	For the West.			To Local Stations.	Total.
	Via Ste. Rosalie.	Via Montreal.	Via St. John.		
1876-7				103,420	103,420
1877-8				97,043	97,043
1878-9		300		112,232	112,532
1879-80		1,097		135,369	136,466
1880-1		6,102	4,022	174,483	184,607
1881-2		18,015	11,779	218,364	248,158
1882-3		12,837	22,206	227,380	262,423
1883-4		32,014	19,532	252,014	293,562
1884-5		133,440	1,773	213,791	349,004
1885-6		171,170	21,150	215,272	407,592
1886-7		192,871	27,536	233,178	455,585
1887-8		183,704	36,228	309,727	529,659
1888-9		160,026	27,923	338,538	526,487
1889-90		164,453	25,126	366,967	554,546
1890-1		113,996	60,213	344,829	498,038
1891-2		35,447	5,918	392,441	433,806
1892-3		136,808	3,775	402,653	543,296
1893-4		102,273	8,028	367,390	478,691
1894-5		67,082	7,865	310,253	385,200
1895-6		53,124	9,681	369,708	432,513
1896-7		38,395	12,305	331,469	382,172
1897-8		9,084	9,796	351,069	369,949
1898-9		4,647	5,399	484,163	494,206
1899-1900		3,495		599,714	603,289
1900-1		136			506,454
1901-2		1,131	5,763	3,640	546,986
1902-3	2,200	7,817	6,775	725,727	742,519
1903-4	2,260	637	513	691,346	694,761
1904-5	800	265	5,022	596,290	602,377
1905-6	7,542	1,625	661	610,444	620,272
*1906-7	1,737	2,808	3,252	624,833	632,630
1907-8	22	183	4,245	1,061,694	1,066,134
1908-9	514	945	4,243	909,050	914,752
1909-10	42	890	1,452	1,003,120	1,005,504
1910-11	90	180	633	983,921	984,824
1911-12	73		303	1,111,157	1,111,533

* 1906-7, nine months only.

TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial railway for shipment since July 1, 1876.

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Via Chaudière.	Via St. John.			Via Chaudière.	Via St. John.	
1876-7				1894-5	Nil.	Nil.	Nil.
1877-8				1895-6	"	"	"
1878-9				1896-7	"	"	"
1879-80				1897-8	8,000	"	8,000
1880-1				1898-9	30,000	"	30,000
1881-2				1899-1900	13,239	"	13,239
1882-3	31,011		31,011	1900-1	147	"	147
1883-4	73,389		73,389	1901-2	Nil.	"	Nil.
1884-5	300,901		300,901	1902-3	"	"	"
1885-6	389,122		389,122	1903-4	147,438	"	147,438
1886-7	575,880		575,880	1904-5	Nil.	"	Nil.
1887-8	69,021		69,021	1905-6	*170,000		170,000
1888-9	129,725		129,725	1906-7			Néant.
1889-90	502,012		502,012	1907-8			"
1890-1	148,803	59,543	218,337	1908-9			"
1891-2	845,997	519,500	1,265,497	1909-10			"
1892-3	156,306	197,666	352,975	1910-11	*233,839	2,000	235,839
1893-4	Nil.	8,026	8,026	1911-12	†122,734	1,215,574	1,338,308

* Via Montreal. 1906-7, nine months only. † Via Halifax.

TABLE showing the number of Barrels of Flour and Meal carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Barrels.	Year.	Barrels.
1876-7	254,710	1894-5	938,351
1877-8	557,772	1895-6	822,097
1878-9	630,329	1896-7	847,701
1879-80	535,248	1897-8	987,701
1880-1	672,310	1898-9	1,157,250
1881-2	692,095	1899-1900	1,234,077
1882-3	983,916	1900-1	1,292,106
1883-4	817,134	1901-2	1,311,707
1884-5	935,977	1902-3	1,521,540
1885-6	761,127	1903-4	1,607,050
1886-7	763,894	1904-5	1,769,480
1887-8	871,838	1905-6	1,882,630
1888-9	948,514	1906-7	1,531,140
1889-90	1,116,050	1907-8	1,528,620
1890-1	1,013,129	1908-9	1,466,920
1891-2	954,015	1909-10	1,608,170
1892-3	856,913	1910-11	1,696,280
1893-4	944,967	1911-12	1,873,640

1906-7, nine months only.

TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Bushels.	Year.	Bushels.
1876-77	292,852	1894-95	1,036,384
1877-78	331,170	1895-96	1,064,385
1878-79	302,921	1896-97	1,093,499
1879-80	534,021	1897-98	1,551,372
1880-81	565,678	1898-99	2,595,353
1881-82	560,253	1899-1900	2,720,453
1892-83	1,195,601	1900-01	3,535,364
1883-84	654,673	1901-02	2,959,761
1884-85	734,902	1902-03	3,392,252
1885-86	849,800	1903-04	2,788,772
1886-87	1,018,395	1904-05	3,317,910
1887-88	1,219,035	1905-06	2,924,226
1888-89	1,256,158	1906-07	2,231,864
1889-90	2,610,202	1907-08	4,567,245
1890-91	2,890,921	1908-09	4,727,268
1891-92	3,776,677	1909-10	7,074,042
1892-93	1,514,619	1910-11	5,080,848
1893-94	1,304,684	1911-12	5,206,440

1906-07, nine months only.

TABLE showing the quantity of lumber in feet carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Feet.	Year.	Feet.
1876-77	50,096,474	1894-95	202,247,269
1877-78	56,626,547	1895-96	226,332,715
1878-79	55,626,696	1896-97	243,355,725
1879-80	55,462,654	1897-98	354,093,816
1880-81	72,841,388	1898-99	306,554,031
1881-82	78,356,418	1899-1900	379,350,074
1882-83	104,633,417	1900-01	396,858,964
1883-84	131,120,948	1901-02	428,051,029
1884-85	138,493,675	1902-03	459,231,589
1885-86	117,186,512	1903-04	465,379,803
1886-87	161,801,763	1904-05	518,434,316
1887-88	197,755,272	1905-06	572,878,600
1888-89	199,507,777	1906-07	452,602,703
1889-90	210,886,071	1907-08	754,759,383
1890-91	184,188,324	1908-09	571,395,101
1991-92	175,474,340	1909-10	677,805,611
1892-93	181,211,013	1910-11	647,327,499
1893-94	200,507,949	1911-12	656,418,588

1906-07, nine months only.

TABLE showing the number of Live Stock carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Number.	Year.	Number.
1876-77	34,414	1894-95	72,106
1877-78	46,498	1895-96	64,051
1878-79	47,584	1896-97	72,082
1879-80	70,990	1897-98	89,301
1880-81	61,574	1898-99	109,821
1881-82	73,479	1899-1900	92,813
1882-83	68,338	1900-01	95,923
1883-84	60,090	1901-02	98,495
1884-85	70,785	1902-03	127,060
1885-86	74,498	1903-04	113,006
1886-87	82,896	1904-05	110,670
1887-88	98,302	1905-06	106,589
1888-89	85,960	1906-07	97,381
1889-90	80,771	1907-08	99,824
1890-91	95,529	1908-09	104,165
1891-92	87,889	1909-10	106,712
1892-93	93,369	1910-11	113,976
1893-94	79,203	1911-12	115,189

1906-07, nine months.

TABLE showing the number of Tons of Ocean-borne goods to and from Europe carried over the Intercolonial railway during each year since July 1, 1876.

Year.	Via Ste. Rosalie and from the West.	Via Montreal to and from the West.	Via St. John to and from the West.	To and from Local Stations.	Total.
1876-77					
1877-78		14,949		3,405	18,354
1878-79		21,628		2,643	24,271
1879-80		21,073		4,952	26,025
1880-81		15,454		3,334	18,788
1881-82		21,607		4,168	25,775
1882-83		24,875		7,911	32,786
1883-84		19,696		6,533	26,229
1884-85		22,787		8,405	31,192
1885-86		13,464		8,216	21,680
1886-87		16,923		9,811	26,734
1887-88		41,864		8,878	50,742
1888-89		17,340		11,481	28,821
1889-90		9,895		11,730	21,625
1890-91		9,923		10,764	20,687
1891-92		9,716		23,835	33,571
1892-93		7,295		12,319	19,714
1893-94		3,023	204	13,455	16,682
1894-95		6,749	213	10,399	17,361
1895-96		3,767	314	16,748	20,829
1896-97		2,654	263	17,239	20,156
1897-98		5,950	1,637	18,633	26,220
1898-99		2,462	243	31,555	34,263
1899-1900		6,880	307	37,108	39,794
1900-01	322	7,780	1,142	155,514	163,838
1901-02	1,106	11,925	1,528	172,733	183,147
1902-03	817	21,377	1,194	124,695	138,631
1903-04	2,079	15,325	2,994	146,070	174,520
1904-05	284	17,217	3,683	85,853	105,149
1905-06	2,026	15,922	5,337	128,462	153,042
1906-07	1,384	16,652	436	110,447	128,219
1907-08	2,440	16,652	519	134,541	154,052
1908-09	2,487	23,402	649	119,913	146,451
1909-10	2,367	21,064	5,818	131,273	160,522
1910-11	7,220	27,607	6,927	130,776	172,530
911-12	9,911	63,544	8,777	213,579	295,811

1906-07, nine months.

SESSIONAL PAPER No. 20

TABLE showing the number of Tons of Raw and Refined Sugar carried over the Intercolonial railway during each year since July, 1, 1876.

Year.	Raw Sugar.					Refined Sugar.				
	Via Ste. Rosalie.	To Montreal for the West.	To St. John for the West.	To Local Stations	Total.	To Ste. Rosalie for the West.	To Montreal for the West.	To St. John for the West.	To Local Stations	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77	.....	340	.....	.....	340	.....	.....	.....	.....	.....
1877-78	.....	186	.....	.....	186	.....	.....	.....	.....	.....
1878-79	.....	1,041	.....	.....	1,041	.....	.....	.....	.....	.....
1879-80	.....	12,220	.....	.....	12,220	.....	.....	.....	.....	.....
1880-81	.....	13,872	.....	.....	13,862	.....	4,022	.....	2,902	6,924
1881-82	.....	13,256	.....	1,290	15,546	.....	7,146	.....	3,607	10,753
1882-83	.....	9,465	.....	508	9,973	.....	11,126	.....	5,497	16,623
1883-84	.....	13,778	.....	3,068	16,846	.....	14,543	.....	7,265	21,808
1884 85	.....	10,381	.....	3,661	14,042	.....	18,024	.....	8,445	26,469
1885-86	.....	4,394	.....	3,988	8,392	.....	7,674	.....	5,858	13,518
1886-87	.....	20,450	.....	8,500	28,950	.....	15,044	.....	8,395	23,439
1887-88	.....	14,320	.....	14,085	28,405	.....	21,641	.....	7,133	28,774
1888-89	.....	24,358	.....	7,160	31,518	.....	12,955	.....	11,120	24,075
1889-90	.....	6,390	.....	8,913	16,303	.....	6,778	.....	6,125	12,903
1890-91	.....	5.088	4,670	8,215	17,973	.....	10,130	468	5,096	16,594
1891-92	.....	7,142	3,960	10,535	21,637	.....	12,633	7,647	12,414	32,721
1892-93	.....	.....	.....	10,137	10,137	.....	8,327	6,456	7,840	22,623
1893-94	.....	.....	.....	6,775	6,775	.....	17,729	6,967	8,885	33,581
1894-95	.....	.....	.....	10,342	10,342	.....	13,351	15,819	4,695	33,865
1895-96	.....	.....	.....	9,824	9,824	.....	15,138	13,734	11.309	40,181
1896-97	.....	.....	.....	4,925	4,925	.....	5,694	8,069	6,957	20,720
1897-98	.....	.....	.....	.....	.....	.....	6,624	8,821	10,989	26,534
1898-99	.....	.....	.....	.....	.....	.....	8,138	2,183	15,833	26,164
1899-1900	.....	96	.....	.....	96	.....	9,795	257	19,655	29,907
1900-01	.....	489	.....	.....	489	403	14,791	12	10,615	25,821
1901-02	.....	90	.....	11,553	11,643	3,101	9,831	861	18,839	29,632
1902 03	.....	194	.....	17,137	17,331	3,183	5,763	1,636	20,529	31,111
1903-04	357	875	.....	7,495	8,727	6,013	8,628	879	29,400	44,920
1904-05	602	600	78	1,495	15,684	1,446	7,107	224	23,937	31,764
1905-06	.....	715	68	9,308	10,091	4.235	12.268	176	24,780	41,459
1906-07	.....	394	.....	14,671	15,065	1,998	5,898	2,374	13,927	24,197
1907-08	.....	912	.....	4,371	5,283	5,280	10,555	723	21,073	37,631
1908-09	6	1,705	.....	6,817	8,528	5,095	8,906	979	21,527	36,507
1909-10	309	2,000	.....	12,203	14.512	6,402	9,217	1,051	23,224	39,894
1910-11	532	1,293	.....	24,166	25,991	6,326	9,368	947	25,026	41,667
1911-12	1,096	2,558	.....	12,057	15,711	8,242	9,691	1,519	21,870	41,322

1906-07, nine months only.

TABLE showing the number of Tons of Fresh and Salt Fish carried over the Intercolonial railway during each year since 1876.

Year.	Fresh Fish.					Salt Fish.				
	Via Ste. Rosalie.	Via Montreal.	Via St. John	To Local Stations	Total.	Via Ste. Rosalie.	Via Montreal.	Via St. John	To Local Stations	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77	.....	530	921	527	1,978	.....	551	1,848	802	3,201
1877-78	.....	596	1,015	474	2,085	.....	898	1,644	805	3,346
1878-79	.....	471	1,336	817	2,624	.....	988	1,038	1,048	2,974
1879-80	.....	519	1,462	453	2,334	.....	1,612	2,238	959	4,809
1880-81	.....	498	1,879	920	3,297	.....	1,418	937	1,051	4,406
1881-82	.....	475	1,919	967	3,951	.....	4,031	1,066	2,487	7,584
1882-82	.....	542	384	393	1,319	.....	3,229	759	1,354	5,412
1883-84	.....	838	1,682	412	2,932	.....	1,322	1,143	1,224	3,689
1884-85	.....	1,062	1,885	484	3,431	.....	3,563	3,600	1,596	8,759
1885-86	.....	1,669	1,655	902	4,216	.....	1,680	3,047	3,376	7,103
1886-87	.....	1,278	1,572	2,008	4,859	.....	3,236	569	1,747	5,552
1887-88	.....	1,533	1,477	1,031	4,041	.....	2,617	470	1,099	4,193
1888-89	.....	2,474	2,000	1,870	63,44	.....	3,070	7,746	2,994	13,810
1889-90	.....	2,335	1,787	2,111	6,223	.....	2,449	847	3,288	6,584
1890-91	.....	2,029	2,788	1,848	6,665	.....	1,955	1,917	3,236	7,106
1891-92	.....	1,367	1,746	547	3,660	.....	1,946	928	1,889	4,763
1892-93	.....	1,683	1,875	3,340	6,898	.....	[3,262	1,811	2,176	7,249
1893-94	.....	1,959	2,192	2,224	6,375	.....	2,921	1,814	2,962	7,697
1894-95	.....	2,006	3,726	1,160	6,892	.....	2,075	1,849	5,285	10,209
1895-96	.....	1,966	3,059	1,316	6,344	.....	1,863	1,087	2,791	5,741
1896-97	.....	3,307	3,115	1,286	7,708	.....	2,158	1,176	2,536	5,889
1897-98	.....	3,575	3,703	1,052	8,330	.....	1,729	1,066	2,210	5,005
1868-99	.....	1,210	2,070	3,305	5,583	.....	1,651	1,198	3,625	5,474
1890-1000	.....	2,547	2,706	3,686	8,939	.....	2,421	1,563	2,658	6,643
1900-01	37	2,009	3,207	4,125	9,393	860	3,416	1,346	4,643	9,768
1901-02	219	3,013	4,373	5,477	13,082	283	3,250	1,413	5,196	10,042
1902-03	149	2,269	3,040	4,842	10,289	493	2,808	1,615	6,579	11,495
1904-05	779	1,939	3,588	5,002	11,068	225	2,359	564	5,848	8,996
1905-06	284	2,748	2,439	7,706	13,177	683	2,740	346	6,994	10,763
1906-07	320	2,882	3,712	7,400	14,314	307	3,159	416	6,348	10,227
1907-08	199	3,288	1,353	6,224	11,064	661	2,856	1,976	7,034	12,527
1908-09	312	2,965	2,794	6,946	13,017	668	4,078	1,632	4,866	11,244
1909-10	547	3,965	2,616	6,525	14,110	697	3,759	806	6,706	14,868
1910-11	1,216	4,300	2,733	6,161	14,110	893	3,590	1,993	9,130	15,546
1911-12	1,476	4,213	1,917	6,686	14,292	4,250	4,060	425	10,108	18,843

1906-07, nine months only.

WINDSOR BRANCH.

This road is operated by the Dominion Atlantic Railway Company (formerly the Windsor and Annapolis Railway Company), under a lease which covers also running powers over the Intercolonial railway between Windsor Junction and Halifax. The company retains two-thirds of the gross earnings, and the government receives one-third of the gross earnings, for maintaining the way and works.

Year.	Miles in operation.	One-third gross earnings.	Proportion credited to line Windsor Junction to Halifax.	Proportion credited to the Windsor Branch.	Maintenance expenses.	Profit.	Loss.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1880-81	32	28,434 29	7,217 76	21,216 53	20,502 26	714 27	
1881-82	32	28,461 07	7,407 88	21,052 19	13,090 55	7,953 64	
1882-83	32	31,199 77	8,095 88	24,113 89	23,103 93	1,009 96	
1883-84	32	30,428 39	7,409 46	23,018 93	22,140 86	878 07	
1884-85	32	32,246 30	7,794 95	24,451 35	18,751 96	5,699 39	
1885-86	32	31,185 63	7,527 52	23,658 11	19,229 49	4,428 62	
1886-87	32	33,564 58	8,237 00	25,327 58	26,042 33		714 75
1886-87	32	32,242 85	6,689 30	24,553 55	24,040 33	513 22	
1887-88	32	37,313 43	8,941 32	28,372 11	20,856 50	7,515 61	
1889-90	32	39,544 19	9,381 73	30,162 46	18,982 82	11,179 64	
1890-91	32	39,519 56	9,284 48	38,508 35	28,931 71	1,303 42	
1891-92	32	42,391 23	9,382 38	30,235 13	19,514 37	13,994 48	
1892-93	32	43,901 28	9,585 17	34,316 11	16,889 95	17,426 16	
1893-94	32	41,834 70	8,859 23	32,975 47	17,645 09	15,330 38	
1894-95	32	50,703 84	11,626 20	39,077 64	14,640 07	24,437 57	
1895-96	32	47,456 74	10,894 91	36,561 82	16,476 46	20,985 37	
1896-97	32	54,208 81	13,605 58	40,603 23	10,821 04	29,782 19	
1897-98	32	48,892 21	11,665 57	37,226 64	18,181 09	14,045 01	
1898-99	32	56,314 51	13,840 48	42,474 04	12,873 06	29,600 94	
1899-1900	32	62,266 61	14,925 18	47,351 43	12,891 56	34,459 87	
1900-01	32	62,523 20	15,261 31	47,261 89	16,862 66	30,399 23	
1901-02	32	65,315 38	15,710 79	49,604 59	16,376 27	33,228 32	
1902-03	32	56,417 38	13,856 57	42,560 81	17,843 19	24,717 62	
1903-04	32	72,708 54	19,074 49	53,634 05	24,281 09	29,352 96	
1904-05	32	66,798 46	16,759 79	50,038 67	26,863 16	23,175 51	
1905-06	32	65,936 66	16,484 16	49,452 50	17,485 97	31,966 53	
1906-07	32	61,597 30	16,156 78	45,440 52	15,425 32	30,015 20	
1907-08	32	76,471 58	20,041 17	56,430 41	37,912 11	18,518 20	
1908-09	32	75,781 80	19,750 47	56,031 33	36,234 55	19,796 78	
1909-10	32	81,861 73	21,207 75	60,653 98	23,549 90	37,104 08	
1910-11	32	64,781 89	16,590 46	48,191 43	17,797 98	30,393 45	
1911-12	32	99,996 10	26,819 50	73,176 60	33,854 05	39,322 55	

1906-07, nine months only.

PRINCE EDWARD ISLAND RAILWAY.

The following table shows the working expenses, the gross and net earnings, the tons of freight and number of persons carried each year since June 30, 1875, when the road was first opened for traffic :—

Year.	Miles in operation.	Working expenses.	Gross earnings.	Loss.	Tons of freight carried.	No. of passengers carried.
		$ cts.	$ cts.	$ cts.		
1876-76	199	214,930 43	118,060 96	96,869 47	28,358	93,964
1887-77	199	228,595 25	130,664 92	97,930 33	41,039	93,478
1877-78	199	221,599 46	135,899 60	85,699 89	38,668	111,428
1978-79	199	223,313 12	125,855 99	97,457 21	38,923	105,046
1879-80	199	164,640 55	113,851 11	50,789 44	37,208	90,533
1880-81	199	228,259 97	137,267 54	90,922 43	48,315	118,436
1881-82	199	252,808 41	146,170 42	106,637 99	51,920	117,162
1882-83	199	236,428 13	144,504 12	91,924 01	51,841	118,988
1883-84	211	211,207 01	158,588 06	52,618 95	57,346	130,423
1884-85	211	216,744 34	155,584 36	61,159 98	57,913	120,374
1885-86	211	204,237 37	155,303 37	48,934 00	63,589	103,067
1886-87	211	229,639 95	158,365 62	71,276 33	59,603	131,246
1887-88	211	247,559 44	171,369 56	76,189 89	55,682	152,780
1888-89	211	266,485 85	160,971 78	105,524 07	52,604	133,099
1889-90	211	257,990 08	174,258 05	83,732 03	59,511	145,508
1890-91	211	289,706 38	157,442 69	132,263 69	51,065	139,389
1891-92	211	226,422 17	162,690 42	63,731 75	56,718	132,111
1893-94	211	226,891 06	158,533 83	68,857 23	53,577	123,727
1894-95	211	232,105 19	149,654 71	83,250 41	48,325	125,089
1895-96	211	225,138 56	146,476 54	78,662 02	46,395	122,586
1896-97	211	240,489 90	153,443 13	87,046 77	52,151	131,498
1897-98	211	231,418 74	158,950 61	72,468 13	57,539	156,510
1898-99	211	218,053 01	165,021 03	53,040 98	57,968	129,667
1899-1900	211	220,931 81	174,738 73	46,193 08	62,227	147,471
1900-01	211	261,766 24	195,833 48	67,883 76	73,696	157,793
1901-02	210	270,159 97	197,999 97	72,160 00	74,381	184,748
1902-03	209	269,737 82	217,714 24	41,923 58	80,582	205,265
1903-04	209	335,695 44	234,390 03	101,305 41	86,286	224,517
1904-05	209	370,464 44	217,330 61	153,133 83	75,969	235,194
1905-06	261	294,253 16	257,270 57	36,982 59	87,162	256,092
1906-07	267	282,148 50	215,534 97	67,713 53	67,144	232,371
1907-08	267	399,947 79	304,579 83	95,367 96	97,250	317,828
1908-09	267·5	400,330 00	311,319 63	69,010 78	106,090	332,758
1909-10	267·5	427,283 73	319,074 74	108,208 99	105,741	251,038
1910-11	267·5	424,104 00	337,419 55	86,684 45	108,263	356,761
1911-12	267·5	449,962 91	367,203 39	82,759 52	120,218	388,076

1906-07, nine months only.

CANALS.

STATEMENT showing the total cost of construction of the individual Dominion canal works and connecting waters, up to March 31, 1912.

Route from Montreal to Lake Superior.

—	Original Construction.	Enlargement of Canals.	Improvements to St. Lawrence River and Lakes.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.
Lachine Canal	2,589,532 85	10,352,146 14		12,941,678 99
Lake St. Louis			298,176 11	298,176 11
Soulanges Canal	7,515,623 18			7,515,623 18
Beauharnois Canal	1,636,690 26			1,636,690 26
Lake St. Francis			75,906 71	75,906 71
Cornwall Canal	1,945,624 73	5,297,179 48		7,242,804 21
Williamsburg Canal	1,320,655 54	13,896 26		1,334,551 80
Farrans Point Canal		877,090 57		877,090 57
Rapide Plat Canal		2,158,242 00		2,158,242 00
Galops Canal		6,118,927 32		6,118,927 32
Galops Rapids			1,039,895 65	1,039,895 65
St. Lawrence River and reaches			711,238 93	711,238 93
North Channel			1,718,778 83	1,718,778 83
Murray Canal	1,248,946 71			1,248,946 71
Welland Canal	7,693,824 03	21,209,415 83		28,903,239 86
Sault Ste. Marie Canal	4,941,557 07			4,941,557 07
Totals	28,892,454 37	46,026,897 60	3,843,996 23	78,763,348 20

Route from Lachine to Ottawa.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Ste. Anne's Lock	134,456 51	1,035,759 12	1,170,215 63
Carillon and Grenville Canals	63,053 64	4,119,039 32	4,182,092 96
Culbute Canal (superseded)	382,776 46		382,776 46
Total	580,286 61	5,154,798 44	5,735,085 05

Construction by the Imperial Government is not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

Route from Ottawa to Kingston.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Rideau Canal	4,085,889 21		4,085,889 21
Tay Canal	489,599 23		489,599 23
Total	4,575,488 44		4,575,488 44

Route from St. Johns, P.Q., to Sorel.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Chambly Canal	637,214 66	79,255 76	716,470 42
St. Ours Lock	121,843 93	4,306 28	126,150 21
Total	759,058 59	83,562 04	842,620 63

Route from Lake Ontario to Georgian Bay.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Trent Canal	11,302,045 89	.....	11,302,045 89
Total	11,302,045 89	.....	11,302,045 89

Route from Atlantic Ocean to Bras d'Or Lakes.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
St. Peter's Canal—Cape Breton	248,762 84	399,784 30	648,547 14
Total	248,762 84	399,784 30	648,547 14

COMPARATIVE STATEMENT of Tons of Freight which passed through the canals in seasons of 1910 and 1911.

Name of Canal.	Season of 1911.	Season of 1910.	Number of trips of vessels.	
			Season of 1911.	Season of 1910.
	Tons.	Tons.		
Sault Ste. Marie	30,951,709	36,395,687	6,781	7,972
Welland	2,537,629	2,326,290	2,480	2,544
St. Lawrence	3,105,708	2,760,752	9,923	10,220
Chambly	599,829	669,299	4,008	4,219
St. Peter's	75,298	85,951	1,260	1,470
Murray	163,457	177,941	1,440	1,308
Ottawa	320,071	385,261	2,413	2,601
Rideau	172,227	134,881	3,062	2,815
Trent	57,290	46,263	4,165	3,442
St. Andrew's*	47,135	8,283	423	202
Total	38,030,353	42,990,608	35,955	36,799

* This is a lock and dam on the Red River, between Winnipeg and Lake Winnipeg, built and operated by the Department of Public Works.

TABLE showing the dates of opening and closing of the canals for the season of 1911.

		Navigation Opened 1911.	Navigation Closed 1911.
Lachine		May 1	December 3
Soulanges		" 1	" 3
Grenville		" 1	November 30
Carillon		" 1	" 30
Ste. Anne's		April 28	" 30
Chambly		May 1	" 30
St. Ours		April 26	" 28
Cornwall		May 1	December 6
Williamsburg	Farrans Point	" 1	" 7
	Rapide Plat	" 1	" 7
	Galops	" 1	" 7
Murray		April 19	" 4
Welland		" 15	" 15
Sault Ste. Marie		" 22	" 13
Rideau	At Ottawa	May 7	November 29
	At Kingston Mills	" 1	" 24
Trent	Lake Simcoe to Fenelon Falls	" 15	" 1
	Fenelon Falls to Lakefield	April 20	" 21
	Lakefield to Peterborough	May 1	" 11
	Peterborough to Healey Falls	April 15	December 16
St. Peter's		May 1	January 11,1912.

PART IX

ACTS AUTHORIZING RAILWAY SUBSIDIES

IN FORCE, UP TO AUGUST 1, 1912

RAILWAY SUBSIDIES

The following are the several railway subsidy acts passed since and including the year 1908. They are effective up to August 1, 1912.

1908

ACT 7-8 EDWARD VII., CAP. 63, 1908.

(Assented to 20th July, 1908.)

1. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:—

1. To the Kettle River Valley Railway Company, for a line of railway from a point at or near Grand Forks to a point fifty miles up the North Fork and East or West Fork of the North Fork of Kettle river, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 39; not exceeding 50 miles.
2. For a line of railway from Owen Sound, in the province of Ontario, to Meaford, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 18; not exceeding 30 miles.
3. For a line of railway from Sharbot Lake or Bathurst station, in the province of Ontario, or between these points, via Lanark village, to Carleton Place, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 7; not exceeding 41 miles.
4. To the Nipigon Railway Company, for the following lines of railway:—
   (*a*) from a point at or near Nipigon Station on the line of the Canadian Pacific railway to Nipigon lake; not exceeding 30 miles;

(*b*) from a point on Nipigon bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon railway; not exceeding 3½ miles;

(*c*) from a point on the line of the Nipigon railway at or near the crossing of the Fraser river to a point on Lake Jesse, by way of Cameron's Falls; not exceeding 1½ miles;

(*d*) from a point on the north shore of Lake Nipigon northerly; not exceeding 45 miles.

the said subsidies to the said lines being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 10; not exceeding in all 80 miles.

5. To the Manitoulin and North Shore Railway Company (or to the Canada Central Railway Company, with the consent of the Manitoulin and North Shore Railway Company, and subject to the approval of the Governor in Council), for the following lines of railway:—

(*a*) from a point on the said line of railway, between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay railway: not exceeding 100 miles;

(*b*) from Little Current thence crossing the Canadian Pacific railway, at or near Stanley, and thence to Sudbury; not exceeding 64 miles.

(*c*) from a point at or near Sudbury, not exceeding 30 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 1; not exceeding in all 194 miles.

6. To the Ontario, Northern and Timagami Railway Company, for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Timagami, in the district of Nipissing, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 28; not exceeding 50 miles.

7. For a line of railway from a point at or near Baptiste, easterly to a point at or near Renfrew, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 24; not exceeding 75 miles.

8. To the Bracebridge and Trading Lake Railway Company, for a railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by chapter 34 of 1904, section 2, item 1, for 15 miles; not exceeding 16 miles.

9. To the Quebec and Lake St. John Railway Company, for a line of railway from Roberval westward towards James Bay, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 12; not exceeding 100 miles.

10. To the Matane and Gaspé Railway Company, for a line of railway from a point at or near Ste. Flavie, on the Intercolonial railway, to Matane, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 44, for 30 miles; not exceeding 38 miles.

11. To the Canadian Northern Quebec Railway Company, for a line of railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles; and for a line of railway connecting its Montfort and Gatineau line with the main line from St. Jerome, not exceeding 15·2 miles; in lieu of the subsidies granted to the Great Northern railway of Canada by chapter 43 of 1906, section 1, item 36; not exceeding in all 45·2 miles.

12. To the Canadian Northern Quebec Railway Company, for a line of railway from, or near, Garneau Junction to Quebec, with a branch to or towards the Quebec bridge, in lieu of the subsidy granted to the Great Northern railway of Canada by chapter 43 of 1906, section 1, item 37, for 70 miles; not exceeding 83 miles.

13. To the Atlantic, Quebec and Western Railway Company, for a line of railway from a point at or near Causapascal, on the Intercolonial railway, to Edmundston, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 9, for a line between the points above mentioned; not exceeding 160 miles.

14. For a line of railway from Yamaska to a point in the county of Lotbiniere, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 12, not exceeding 70 miles; and for a line of railway from Mount Johnson to St. Gregoire Station, in lieu of the subsidy granted to the United Counties Railway Company by chapter 7 of 1899, section 2, item 16, for one mile, not exceeding 1½ miles; and not exceeding in all 71½ miles.
15. To the International Railway Company of New Brunswick, for a line of railway from the western end of the twenty miles of its railway, as already constructed from Campbellton, to a point on the St. John river between Grand Falls and Edmundston, in lieu of the subsidies granted by chapter 57 of 1903, section 2, items 14 and 59 respectively; not exceeding 90 miles.
16. For a line of railway from Brazil lake, on the Dominion Atlantic railway, to Kemptville, Nova Scotia, in lieu of the subsidy granted by chapter 8 of 1900, section 2, item 30; not exceeding 11 miles.
17. To the Inverness Railway and Coal Company, for a line of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 24, for 37 miles; not exceeding 37 miles.
18. To the Margaree Coal and Railway Company, for a line of railway from a point at or near Orangedale, on the Intercolonial railway, thence via the east side of Lake Ainslie and Ste. Rosa, to Chimney Corner Cove, not exceeding 46 miles; and from a point on the Intercolonial railway between Orangedale and Point Tupper to Caribou Cove on Inhabitant's bay or river, not exceeding 4 miles; in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 21, for 38 miles; not exceeding in all 50 miles.
19. To the Lotbinière and Megantic Railway Company, for a line of railway to extend its railway southerly from a point at or near Lyster, in Megantic county, to or towards a point at or near Lime Ridge, in the township of Dudswell, not exceeding 50 miles; and for a line of railway from a point on its line in the township of Inverness to a point at or near the bridge over the St. Lawrence at or near Quebec, not exceeding 30 miles; in lieu of the subsidies granted by chapter 43 of 1906, section 1, items 3 and 20, respectively; not exceeding in all 80 miles.
20. To the Cape Breton Railway Company, Limited, for a line of railway from Port Hawkesbury or Point Tupper, on the Strait of Canso, Nova Scotia, to St. Peter's, in lieu of the subsidy granted by chapter 7 of 1899, section 2, item 6, for 30 miles; not exceeding 31 miles.
21. For a line of railway from a point on the Intercolonial railway at or near Dartmouth, in the county of Halifax, to a point at or near Deans Settlement, in the county of Halifax, in lieu in part of the subsidy granted by chapter 43 of 1906, section 1, item 5; not exceeding 80 miles.
22. For a line of railway from a point at or near Deans Settlement, in the county of Halifax, to a point at or near Melrose, in the county of Guysborough, in lieu in part of the subsidy granted by chapter 43 of 1906, section 1, item 5; not exceeding 52 miles.
23. For a line of railway from a point at or near New Glasgow, in the county of Pictou, to a point at or near Melrose, in the county of Guysborough, and from the said point at or near Melrose to Guysborough, in the county of Guysborough, with branch line to Country Harbour in the county of Guysborough, in lieu in part of the subsidy granted by chapter 43 of 1906, section 1, item 5; not exceeding in all 116 miles.
24. To the Ha Ha Bay Railway Company, for a line of railway from a point at or near Jonquières village to Baie de Ha Ha via Laterrière village, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 33, for 20 miles; not exceeding 24 miles.

25. To the Quebec and New Brunswick Railway Company, for a line of railway from Chaudiere Junction to a point at or near the International Boundary, in lieu of the subsidy granted by chapter 7 of 1901, section 2, item 2, for 45 miles; not exceeding 62 miles.
26. For a line of railway from a point at or near Ste. Agathe des Monts Station towards the township of Howard, in the county of Argenteuil, passing near Lake St. Joseph and St. Mary in a southerly direction, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 38; not exceeding 15 miles.
27. For a line of railway from Tusket Wedge to a point on the Halifax Southwestern railway at or near Riverdale Station; not exceeding 8 miles.
28. To the Halifax and Southwestern Railway Company, for a line of railway from Lunenburg to Bridgewater, via Upper Lahave; not exceeding 12 miles.
29. To the Erie, London and Tilsonburg Railway Company, for a line of railway from Port Burwell to London; not exceeding 35 miles.
30. For a line of railway from a point at or near Centrevllle to Aylesford, or Kingston, or Middleton, on the line of the Dominion Atlantic railway; not exceeding 35 miles.
31. For a line of railway from a point on the Canadian Pacific railway at or near Plaster Rock to Riley Brook; not exceeding 28 miles.
32. To the North Shore Railway Company, Limited (formerly the Beersville Coal and Railway Company), for a line of railway extending its present line from Beersville to Brown's Landing, not exceeding 7 miles; and for a branch line of railway from its main line to Mount Carlyle, not exceeding 2½ miles; not exceeding in all 9½ miles.
33. To the York and Carleton Railway Company, for a line of railway from its present terminus to a point on the National Transcontinental railway; not exceeding 9 miles.
34. To the Vancouver and Lulu Island Railway Company, for a line of railway from Eburn, on its main line, to New Westminster; not exceeding 9·65 miles.
35. To the Esquimalt and Nanaimo Railway Company, for a line of railway from a point near French creek to the village of Sandwich, not exceeding 41 miles; and for a line of railway from the village of Sandwich to Campbell river, not exceeding 38 miles; not exceeding in all 79 miles.
36. For a line of railway from Macleod, via Cardston, towards a point on the International Boundary west of range 21; not exceeding 45 miles.
37. To the Southern Central Pacific Railway Company, for a line of railway from a point at or near Cowley, in Alberta, to a point on Highwood river; not exceeding 50 miles.
38. For a line of railway from a point at or near the town of Red Deer to a point on the North Saskatchewan river at or near Rocky Mountain House; not exceeding 70 miles.
39. To the Canadian Pacific Railway Company, for a line of railway from Winnipeg Beach northerly to Gimli, not exceeding 9½ miles; and for a line from Gimli to Riverton, not exceeding 25 miles; not exceeding in all 34½ miles.
40. To the Canadian Pacific Railway Company, for a line of railway from Moosejaw; in a northwesterly direction; not exceeding 123 miles.
41. To the Eastern Townships Railway Company, for a line of railway from the Intercolonial railway at St. Leonard's Junction to Dudswell; not exceeding 36 miles.
42. To the Quebec, Montreal and Southern Railway Company, for a line of railway from Noyan Junction to the International boundary, not exceeding 8 miles; and for a line of railway from St. Lambert to St. Constant, not exceeding 15 miles; not exceeding in all 23 miles.
43. To the Quebec and Lake St. John Railway Company, for the following lines of railway:—

(*a*) from Valcartier Station to St. Catherine; not exceeding 3·8 miles.
(*b*) from Valcartier Station towards Gosford; not exceeding 5½ miles.
(*c*) from the end of the 35th mile of the branch to La Tuque, on the River St. Maurice to La Tuque Falls; not exceeding 5 miles;
(*d*) from La Tuque Falls to the mouth of the River Croche, not exceeding 5 miles;
(*e*) from a point on La Tuque branch to the steamboat landing near La Tuque; not exceeding 1·6 miles; not exceeding in all 20·9 miles;

44. To the Quebec and Lake St. John Railway Company, for a line of railway from Herbertville to St. Joseph d'Alma; not exceeding 10 miles.
45. To the St. Maurice Valley Railway Company, for a line of railway from Three Rivers to Grand Mere; not exceeding 28 miles.
46. For a line of railway from a point on the main line of the Great Northern Railway at or near St. Jerome to Charlemange (Bout de l'Ile); not exceeding 22 miles.
47. To the North Eastern Railway Company, for a line of railway from a point east of Lake Temiskaming, at or near Ville Marie, easterly; not exceeding 25 miles.
48. To the Canadian Northern Quebec Railway Company, for a line of railway from Montreal to Hawkesbury; not exceeding 65 miles.
49. For a line of railway from Montreal to a point on the National Transcontinental railway; not exceeding 200 miles.
50. To the Quebec Central Railway Company, for an extension of its line of railway from St. George to or towards St. Justine; not exceeding 30 miles.
51. To the Maritime Coal, Railway and Power Company, for a line of railway from Chigneeto to a point on the Northumberland Straits, not exceeding 25 miles; and from Joggins Mines to a point on the Bay of Fundy, not exceeding 1 mile; not exceeding in all 26 miles.
52. For a line of railway from St. Peter's, in the county of Richmond, by the south shore of Bras d'Or lake to Sydney; not exceeding 60 miles.
53. To the Nipissing Central Railway Company, for a line of railway from a point on the Temiskaming and Northern Ontario railway, at or near the town of New Liskeard, to a point in the township of Guigues, in the Province of Quebec; not exceeding 13 miles.
54. To the Vancouver Island and Eastern Railway Company, for a line of railway from a point on the Esquimalt and Nanaimo railway, near Campbell river towards Fort George, on the line of the Grand Trunk Pacific railway; not exceeding 100 miles.
55. To the Vancouver, Westminster and Yukon Railway Company, for a line of railway from Vancouver towards Fort George, on the line of the Grand Trunk Pacific railway; not exceeding 100 miles.
56. For a line of railway around Death Rapid, British Columbia; not exceeding 4 miles.
57. To the Pacific Northern and Omineca Railway Company, for a line of railway from Kittimat to the Telkwa river; not exceeding 110 miles.
58. For a line of railway from Nicola to a point at or near Penticton; not exceeding 100 miles.
59. For a line of railway from Carmi to Penticton; not exceeding 50 miles.
60. To the St. Mary and Western Ontario Railway Company, for a line of railway from Woodstock to Exeter; not exceeding 45 miles.
61. To the Algoma Central and Hudson Bay Railway Company, for a line of railway from a point on the Canadian Pacific railway northward towards the National Transcontinental railway; not exceeding 50 miles.
62. To the Grand Trunk Pacific Railway Company, for branch lines of railway from the line of the National Transcontinental railway to Port Arthur and Fort William; not exceeding 220 miles.

63. To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the line of the National Transcontinental railway; not exceeding 18 miles.
64. To the Burk's Falls and French River Railway Company, for a line of railway from Burk's Falls to French river; not exceeding 85 miles.
65. To the Thessalon and Northern Railway Company, for a line of railway from Thessalon, northerly; not exceeding 4 miles.
66. To the Canadian Northern Ontario Railway Company, for a line of railway from Sudbury Junction to Hutton Mines; not exceeding 30 miles.
67. To the Esquimalt and Nanaimo Railway Company, for a line of railway from Cowichan bay to Cowichan lake; not exceeding 54 miles.
68. To the Canadian Northern Quebec Railway Company, for a line of railway from Hawkesbury to Ottawa; not exceeding 60 miles.
69. For the following lines of railway:—
    (*a*) from Westfield to St. John, not exceeding 14 miles;
    (*b*) from Gagetown to Fredericton, not exceeding 40 miles;
    (*c*) from a point between Centreville and Woodstock to a point at or near Grand Falls, not exceeding 55 miles.
70. To the Little Nation River Railway Company, for a line of railway from Papineauville on the Canadian Pacific railway towards Lake Nominingue; not exceeding 30 miles.
71. To the L'Avenir and Melbourne Railway Company, for a line of railway from Melbourne to Drummondville; not exceeding 28 miles.
72. To the Quebec and Lake St. John Railway Company, for a line of railway from Chicoutimi south or southeast; not exceeding 5 miles.

2. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction and completion of the bridges also hereinafter mentioned, that is to say:—

1. Towards the construction and completion of a railway bridge and approaches over the Nicolet river at Nicolet, in lieu of the subsidy granted by chapter 40 of 1907, section 2, $15,000.
2. To the Canadian Pacific Railway Company (lessees of the Calgary and Edmonton Railway Company), towards the construction and completion of a bridge over the Saskatchewan river connecting Strathcona and Edmonton, 15 per cent upon the amount expended thereon; not exceeding $100,000.
3. To the Quebec, Montreal and Southern Railway Company, towards the construction and completion of the following railway bridges:—
    (*a*) bridge across the Gentilly river, $15,000;
    (*b*) bridge across the Becancour river, $30,000;
    (*c*) bridge across the Richelieu river, $30,000;
4. To the Atlantic, Quebec and Western Railway Company, towards the construction and completion of the 26 railway bridges on its line of railway from Paspebiac to Gaspé, payable upon the completion of the said line of railway between the said points, $250,000.
5. To the Interprovincial Railway Bridge Company of New Brunswick, towards the construction and completion of a railway bridge over the Restigouche river from Campbellton to Mission Point, not exceeding $160,000.
6. To the Vancouver, Westminster and Yukon Railway Company, towards the construction and completion of a railway bridge across Burrard Inlet.

3. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of

equipping the railway, nor the cost of terminals, nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(*a*) Upon the completion of the work subsidized; or

(*b*) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or

(*c*) Upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or

(d) With respect to *(b)* and *(c)*, part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall if granted by the Governor in Council, be granted to such companies respectively: the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railway and bridges respectively; all the lines and the bridge for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1908, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway and bridges so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the

lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

8. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways or bridges shall when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provide that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railways and bridges, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

10. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the Company, and upon the report of the Chief Engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be credited to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said Chief Engineer, entitles the company thereto: Provided always—

(a) that the estimated cost, as certified, is not less on the average than $18,000 per mile for the whole mileage subsidized;

(b) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the companies' contract;

(c) that in no cases shall the subsidy exceed the sum of $6,400 per mile.

1909

ACT 8-9 EDWARD VII., CHAP. 35.

(Assented to May 19, 1909).

1. Paragraph 6 of section 2 of chapter 63 of the statutes of 1908 is amended by adding at the end thereof the figures '$200,000.'

1910

ACT 9-10 EDWARD VII., CHAP. 51.

(Assented to May 4, 1910).

1. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:—

1. For a line of railway from Tusket Wedge to a point on the Halifax and Southwestern railway at or near Riverdale station, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 27; not exceeding 8 miles.

2. To the Halifax and Southwestern Railway Company, for a line of railway from Lunenburg to Bridgewater via Upper La Have, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 28; not exceeding 12 miles.

3. To the Inverness Railway and Coal Company, for a line of railway from Chéticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 17; not exceeding 37 miles.

4. To the Margaree Coal and Railway Company, for a line of railway from a point at or near Orangedale, on the Intercolonial railway, thence by the east side of Lake Ainslee and Ste. Rosa, to Chimney Corner Cove, not exceeding 46 miles; and for a line of railway from a point on the Intercolonial railway between Orangedale and Point Tupper to Caribou Cove on Inhabitants bay or river, not exceeding 4 miles; in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 18; not exceeding in all 50 miles.

5. For a line of railway from a point on the Dominion Atlantic railway to the Government pier or wharf at Canning, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 7; not exceeding one mile.

6. For a line of railway from Brazil lake, on the Dominion Atlantic railway to Kemptville, Nova Scotia, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 16; not exceeding 11 miles.

7. To the Dominion Atlantic Railway Company, for a line of railway from Centreville on the Dominion Atlantic railway, westerly to Weston, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 30; not exceeding 15 miles.

8. For a line of railway from a point on the Intercolonial railway at or near Dartmouth, in the county of Halifax, to a point at or near Deans Settlement, in the county of Halifax, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 21; not exceeding 80 miles.

9. For a line of railway from a point at or near Deans Settlement, in the county of Halifax, to a point at or near Melrose, in the county of Guysborough, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 22; not exceeding 52 miles.

10. For a line of railway from a point at or near New Glasgow, in the county of Pictou, to a point at or near Melrose, in the county of Guysborough, and from the

said point at or near Melrose to Guysborough, in the county of Guysborough, with a branch line to Country Harbour, in the county of Guysborough, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 23; not exceeding in all 116 miles.

11. To the International Railway Company of New Brunswick, for 3½ miles of its railway, being the distance which the subsidy granted by chapter 63 of 1908, section 1, item 15, is short of covering.

12. For a line of railway from Grand Falls to St. John, New Brunswick, in lieu of the subsidies granted by chapter 40 of 1907, section 1, items 2, 3 and 10, respectively, and in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 69; not exceeding 228 miles.

13. For a line of railway from Connors, at the terminus of the Temiscouata railway to a point on the boundry line between New Brunswick and Quebec, at the foot of Beau lake, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 25; not exceeding 18 miles.

14. To the York and Carleton Railway Company, for a line of railway from its present terminus to a point on the National Transcontinental railway, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 33; not exceeding 9 miles.

15. For a line of railway from a point on the Canadian Pacific railway at or near Plaster Rock to Riley Brook, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 31; not exceeding 28 miles.

16. To the Atlantic, Quebec and Western Railway Company, for a line of railway from Paspebiac to Gaspé, as near the shore as practicable, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 9, for a line between the points above mentioned; not exceeding 102 miles.

17. To the Canadian Northern Quebec Railway Company, for a line of railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 11, for a line of railway between the points above mentioned; not exceeding 30 miles.

18. For a line of railway from Roberval westward towards James bay, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 9; not exceeding 100 miles.

19. To the Quebec and Lake St. John Railway Company, for the following lines of railway:—

(*a*) from Valcartier station to St. Catherine, not exceeding 3·8 miles;

(*b*) from Valcartier station towards Gosford, not exceeding 5½ miles;

(*c*) from the end of the 35th mile of the branch to La Tuque, on the River St. Maurice, to La Tuque Falls, not exceeding 5 miles;

(*d*) from La Tuque Falls to the mouth of the River Croche, not exceeding 5 miles;

(*e*) from a point on the La Tuque branch to the steamboat landing near La Tuque, not exceeding 1·6 miles;

(*f*) from Herbertville to St. Joseph d'Alma; not exceeding 10 miles;

(*g*) from Chicoutimi south or southeast; not exceeding 5 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, items 43, 44 and 72, respectively; not exceeding 35·9 miles.

20. To the Quebec and New Brunswick Railway Company, for a line of railway from Chaudière Junction to a point at or near the International Boundary, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 25; not exceeding 62 miles.

21. To the Eastern Townships Railway Company, for a line of railway from the Intercolonial railway at St. Leonard's Junction to Dudswell, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 41; not exceeding 36 miles.

22. To the L'Avenir and Melbourne Railway Company, for a line of railway from Melbourne to Drummondville, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 71; not exceeding 28 miles.

23. To the Lotbinière and Megantic Railway Company, for a line of railway to extend its railway southerly from a point at or near Lyster, in Megantic county, to or towards a point at or near Lime Ridge, in the township of Dudswell, not exceeding 50 miles; and for a line of railway from a point on its line in the township of Inverness, to a point at or near the bridge over the St. Lawrence river at or near Quebec: not exceeding 30 miles; in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 19; not exceeding in all 80 miles.

24. For a line of railway from Joliette to or near Lake Manuan, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 9; not exceeding 60 miles.

25. For a line of railway from St. Joachim towards Seven Islands, including branches to Murray Bay and Baie St. Paul, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 11; not exceeding 170 miles.

26. For a line of railway from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lake St. Joseph and St. Mary, in a southerly direction, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 26; not exceeding 15 miles.

27. To the Ha Ha Bay Railway Company, for a line of railway from a point at or near Jonquières village to Baie des Ha Ha via Laterrière village, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 24; not exceeding 24 miles.

28. To the St. Mary's and Western Ontario Railway Company, for a line of railway from Embro to Exeter, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 60; not exceeding 36 miles.

29. To the Manitoulin and North Shore Railway Company for the following lines of railway:—

(*a*) from a point on the said company's line of railway between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay railway; not exceeding 76 miles;

(*b*) from Little Current thence crossing the Canadian Pacific railway, at or near Stanley, and thence to Sudbury; not exceeding 88 miles;

(*c*) from a point at or near Sudbury, northerly, not exceeding 30 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 51; not exceeding in all 194 miles.

30. To the Algoma Central and Hudson Bay Railway Company for the following lines of railway:—

(*a*) from Sault Ste. Marie to a point on the Canadian Pacific railway between White river and Dalton stations in the district of Algoma, not exceeding 200 miles;

(*b*) from Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific railway, not exceeding 25 miles;

(*c*) from a point on the Canadian Pacific railway, northerly, towards the National Transcontinental railway, not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 2, and chapter 63 of 1908, section 1, item 61; not exceeding in all 275 miles.

31. To the Bracebridge and Trading Lake Railway Company, for a line of railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 8; not exceeding 16 miles.

32. To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the National Transcontinental railway, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 63 for 18 miles; not exceeding 22 miles.

33. To the Canadian Northern Quebec Railway Company, for a line of railway from Montreal to Hawkesbury, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 48; not exceeding 65 miles.

34. To the Nipigon Railway Company for the following lines of railway:—

(*a*) from a point at or near Nipigon station on the line of the Canadian Pacific railway to Nipigon lake; not exceeding 30 miles;

(*b*) from a point on Nipigon bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon railway; not exceeding 3½ miles;

(*c*) from a point on the line of the Nipigon railway at or near the crossing of the French river to a point on Lake Jesse, by way of Cameron's Falls; not exceeding 1½ miles;

(*d*) from a point on the north shore of Lake Nipigon, northerly; not exceeding 45 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 4; not exceeding in all 80 miles.

35. To the Ontario, Northern and Timagami Railway Company, for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Timagami, in the district of Nipissing, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 6; not exceeding 50 miles.

36. For a line of railway from Sharbot Lake or Bathurst station, in the province of Ontario, or between these points, via Lanark village, to Carleton Place, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 3; not exceeding 41 miles.

37. To the Erie, London and Tillsonburg Railway Company, for a line of railway from Port Burwell to London, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 29; not exceeding 35 miles.

38. To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden lake to Bancroft, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 41; not exceeding 51 miles.

39. To the Kingston, Smith's Falls and Ottawa Railway Company, for a line of railway from Kingston to Ottawa, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 19; not exceeding 101 miles.

40. To the Pacific Northern and Omineca Railway Company, for a line of railway from Edmonton, northwesterly, to or towards the Peace river, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 51; not exceeding 110 miles.

41. To the Southern Central Pacific Railway Company, for the following lines of railway:—

(*a*) from a point two miles west of Pincher station on the Crow's Nest Pass branch of the Canadian Pacific railway, northeasterly; not exceeding 10 miles;

(*b*) from a point two miles west of Pincher station on the Crow's Nest Pass branch of the Canadian Pacific railway, southwesterly; not exceeding 40 miles;

the said subsidies being granted in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 37; not exceeding in all 50 miles.

42. To the Kettle River Valley Railway Company, for the following lines of railway:—

(*a*) from Midway to a junction near Merritt with the Nicola, Kamloops and Similkameen railway; not exceeding 250 miles;

(*b*) from a point on the company's line of railway near Coldwater river to a point on the Fraser river; not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 40 of 1907, section 1, item 18, and chapter 63 of 1908, section 1, items 58 and 59, respectively; not exceeding in all 300 miles.

43. To the Kootenay Central Railway Company, for a line of railway from Golden towards the International Boundary via Windermere and Fort Steele, thence crossing the Crow's Nest Pass railway, at or near Elko; in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 31; not exceeding 186 miles.

44. To the Esquimalt and Nanaimo Railway Company, for a line of railway from a point on its main line of railway, at or near Duncan's to Cowichan lake, in lieu of the subsidy granted by chapter 68 of 1908, section 1, item 67; not exceeding 24 miles.

45. For a line of railway from Montreal to a point on the National Transcontinental railway, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 49; not exceeding 200 miles.

46. To the Little Nation River Railway Company, for a line of railway from Papineauville, on the Canadian Pacific railway, towards Lake Nomining, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 70; not exceeding 30 miles.

2. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals, nor the cost of right-of-way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the chief engineer of the Department of Railways and Canals, certifying that he has made, or caused to be made, an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of construction of such railway.

3. The subsidies hereby authorized towards the construction of any railway shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(*a*) Upon completion of the work subsidized; or,

(*b*) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or

(*c*) Upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or,

(*d*) With respect to (*b*) and (*c*), part one way, part the other.

4. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1910, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications, approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council,

is hereby empowered to make. The location also of such subsidized lines shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

6. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation of men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

7. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

8. The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

9. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the chief engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent,

shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said chief engineer, entitles the company thereto: Provided always—

(*a*) that the estimated cost, as certified, is not less on the average than $18,000 per mile for the whole mileage subsidized;

(*b*) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the company's contract;

(*c*) that in no case shall the subsidy exceed the sum of $6,400 per mile.

1911

No subsidies were authorized.

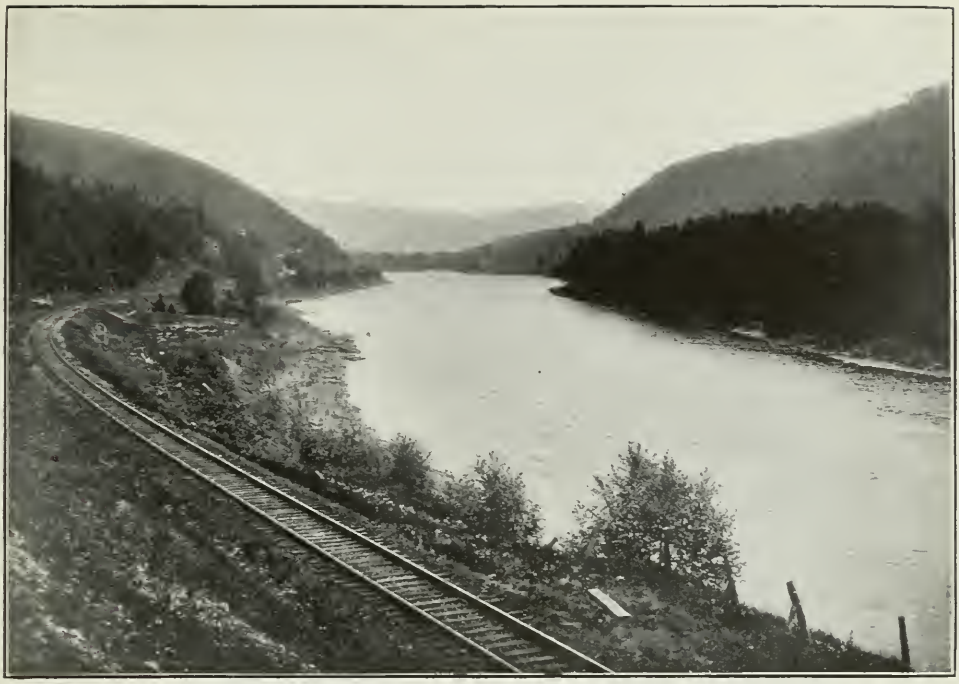
Intercolonial Railway.—"Ocean Limited."

Intercolonial Railway.—Sydney, C.B.

Intercolonial Railway ; car ferry ; plying between Mulgrave and Point Tupper, Cap Breton.—Mulgrave, N.S.

Intercolonial Railway :—Halifax from Citadel.

Intercolonial Railway Reversing Falls, St. John. Tide coming in.



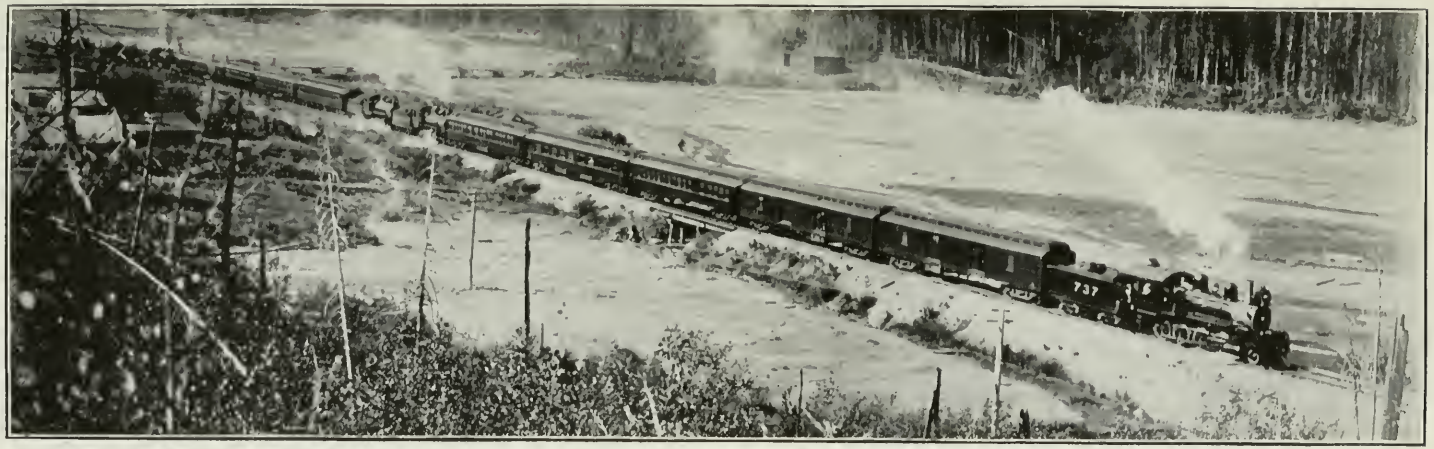
Intercolonial Raliway.—The Matapedia Valley.

Prince Edward Island Railway.—Charlottetown, P.E.I.

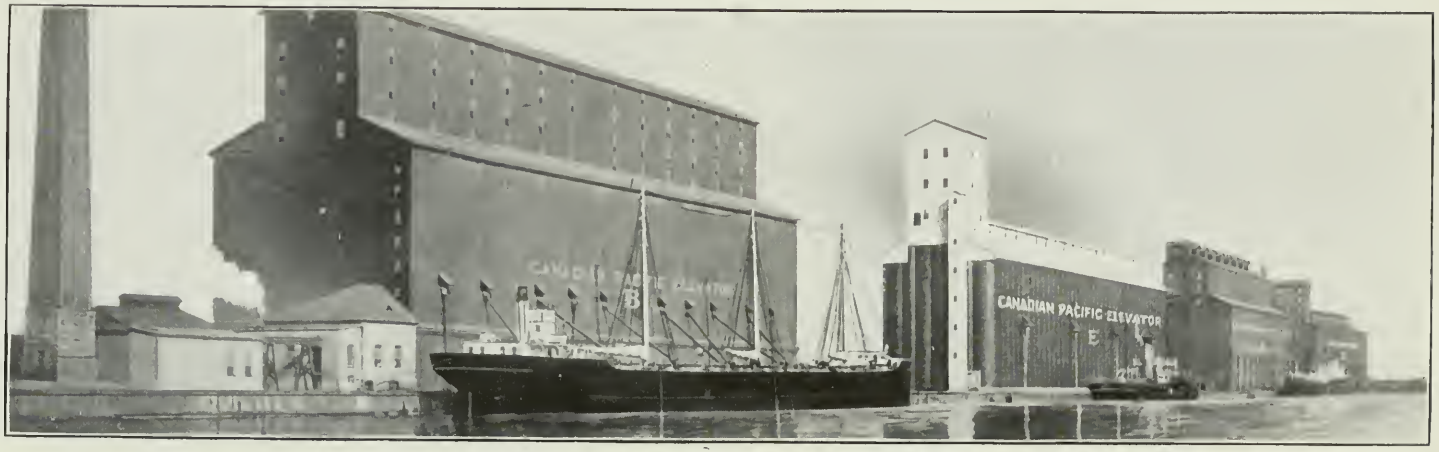
The "Flare" of a Gas Well at Moncton, N.B.

"Sir Donald" Selkirk Range, B.C. As seen from C.P.R. Co., hotel at Glacier.

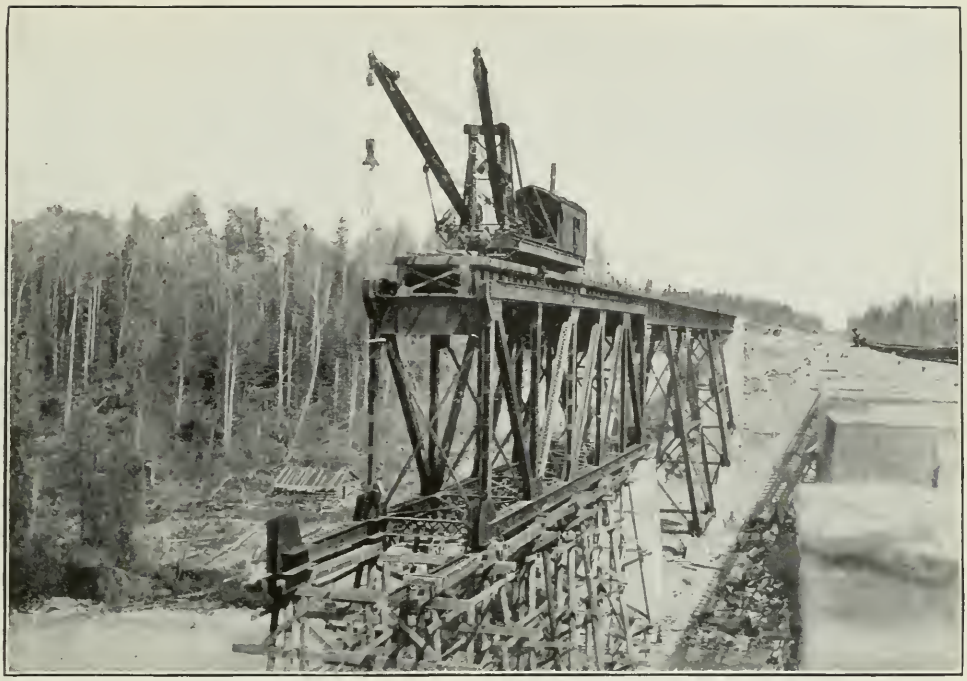
Canadian Pacific Railway.—General view of spiral tunnels near Field, B.C., Canadian Rockies. "The improved way".



Canadian Pacific Railway : Oldmethod of ascending Kicking Horse Pyss ; grade 5½ per cent near Field, B.C., Canadian Rockies. This heavy grade has been successfully removed by the spiral tunnels.

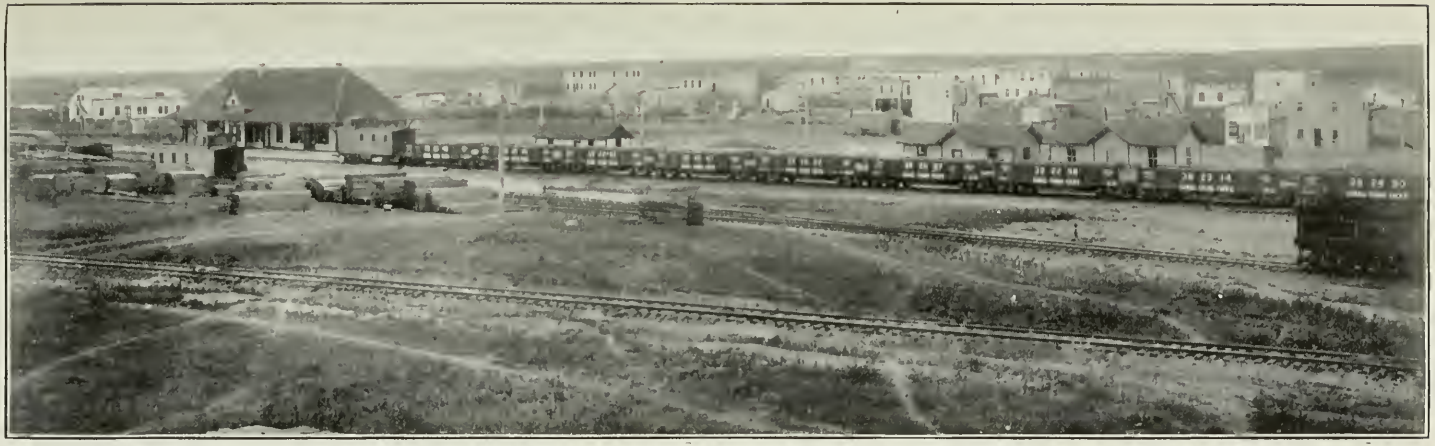


Canadian Pacific Railway, Grain Elevators, Fort William, Lake Superior. Capacity : B. 1,250.000 bushels : E. 2.000.000 bushels ; A. 1.250.000 bushels ; C. 1.500.000 bushels.



Transcontinental Railway.—Bridge Construction.

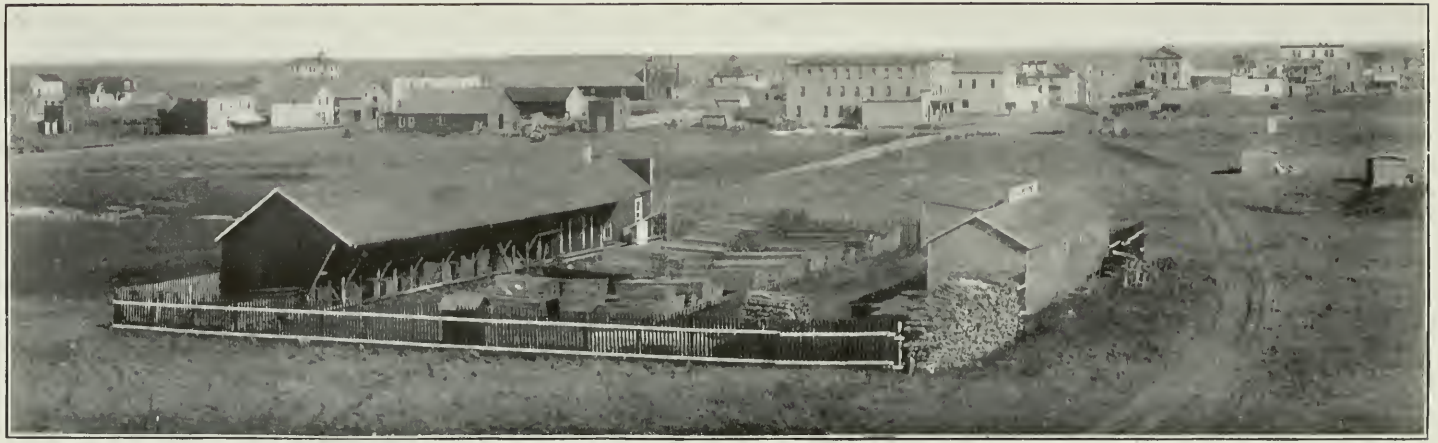
Transcontinental Railway Shops. Transcona (East of Winnipeg)—Locomotive shop.



Wainwright, Alta. Grand Trunk Pacific Railway.

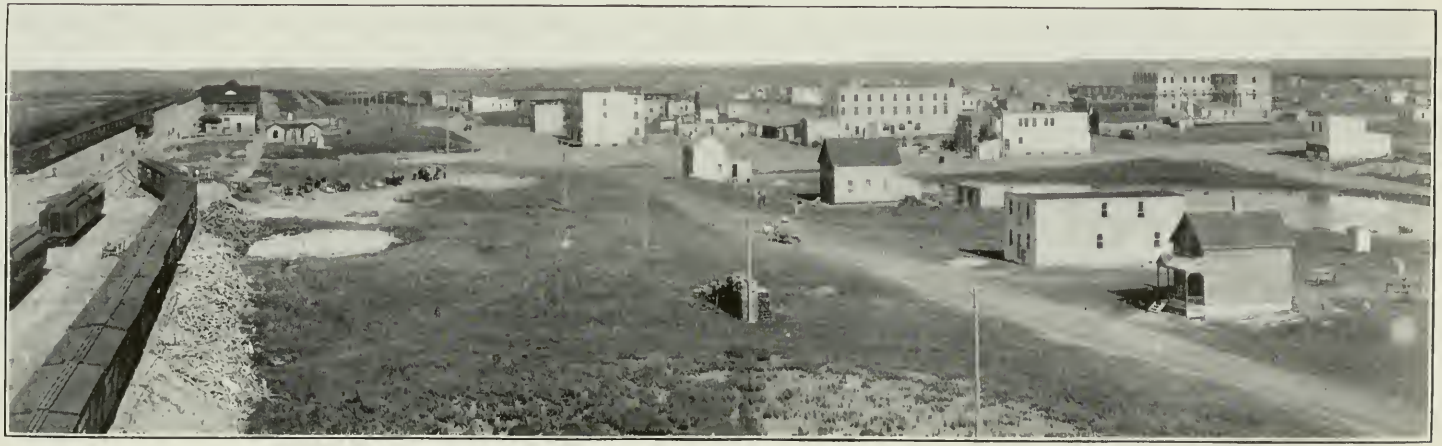
Grand Trunk Pacific Railway. Battle River Bridge, near Wainwright, Alta.

Saskatoon, Sask. Grand Trunk Pacific Railway.

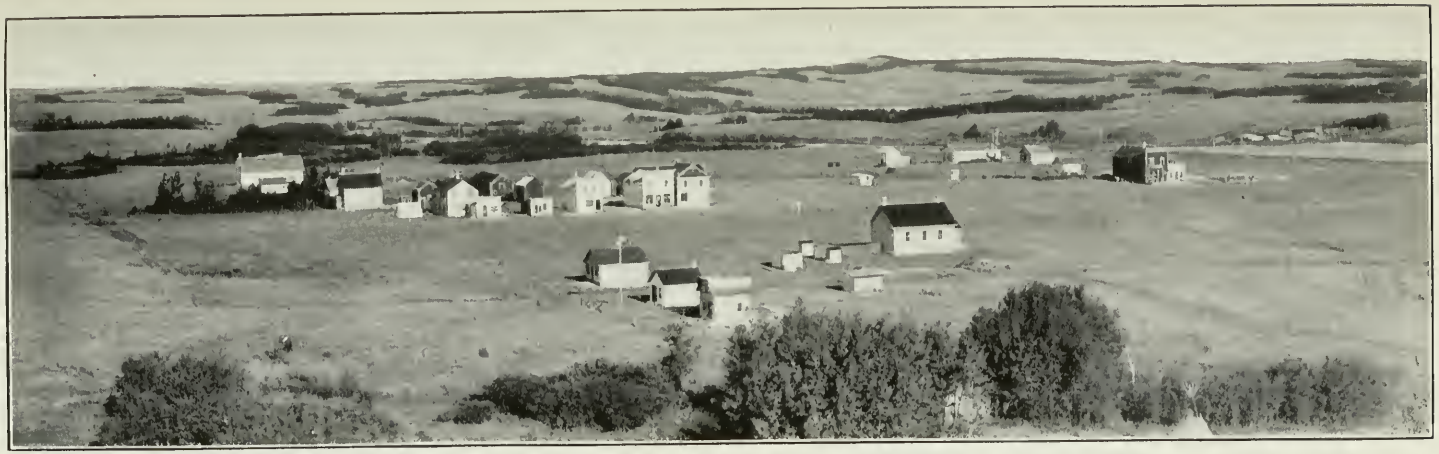


Nokomis, Sask. Grand Trunk Pacific Railway.

Watrous, Sask., 1909. Grand Trunk Pacific Railway.



Melville, Sask., 1909. Grand Trunk Pacific Railway.



Punnichy, Sask. Grand Trunk Pacific Railway.

Building the Grand Trunk Pacific Railway, West of Edmonton, Alta. Showing track laying machine at work.

Grand Trunk Pacific Railway.—Turning First Sod at Fort William, Ont

First Cut at Prince Rupert, B.C. Grand Trunk Pacific Railway.

Grand Trunk Pacific Railway. Prince Rupert, B.C., 1907.

Grenville Street, Vancouver, B.C., (1911).

Grand Trunk Pacific Standard Train, Rivers, Man.

Port Arthur, Lake Superior.

The water front, Port Arthur, Lake Superior.

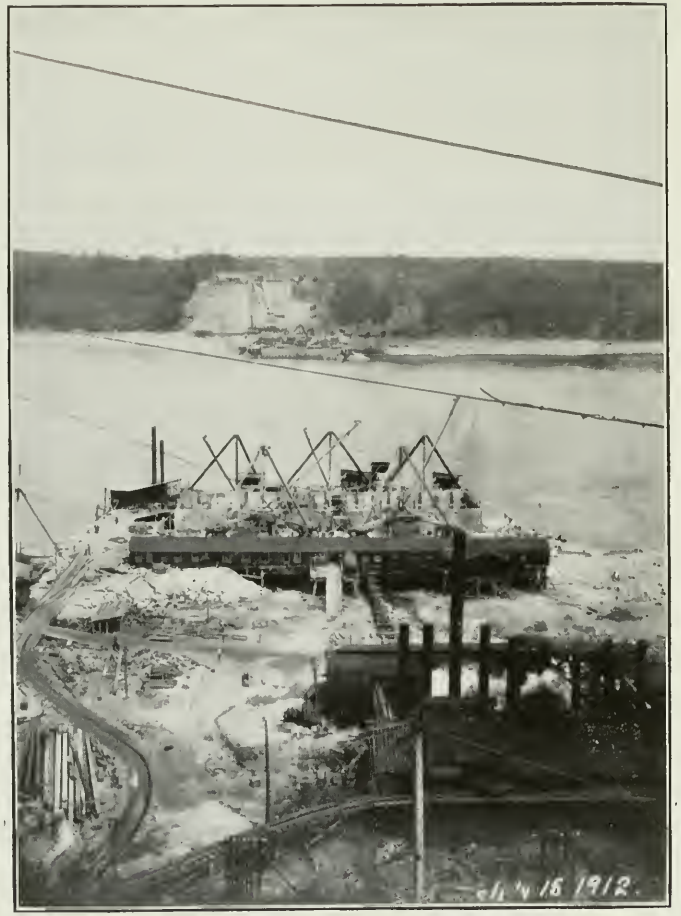
Dauphin, Man. The first terminus of the Canadian Northern Railway. In 1896 there were only two log huts at Dauphin. Approximative Population in 1911, 4,000.

Pithus Point, Rainy Lake, Canadian Northern Railway.

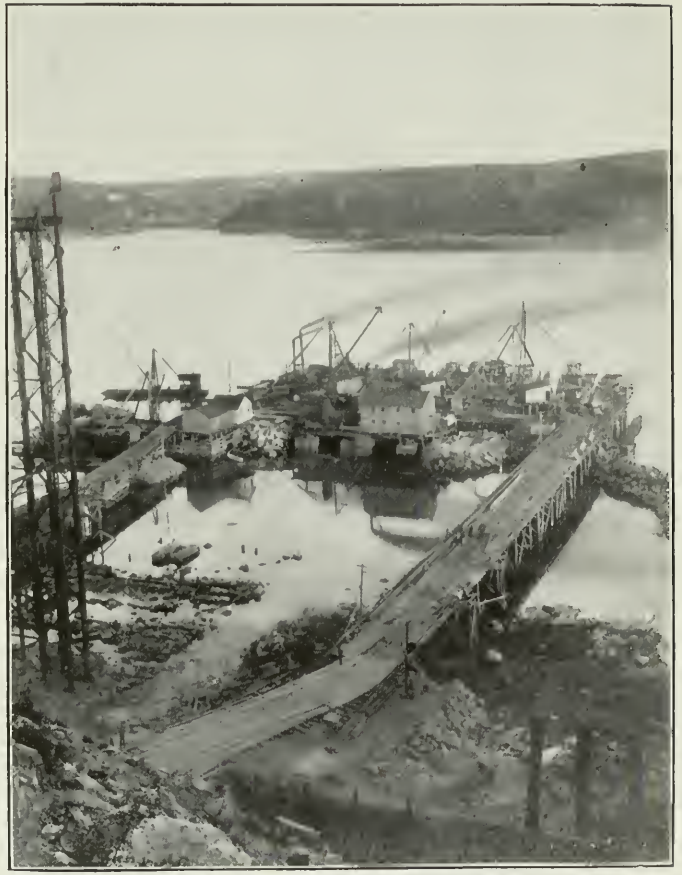
This was bare prairie two years previously when the C.N.R. first reached the site.

Hudsom Bay Railway.—Nelson river below Kettle Rapids.

Hudson Bay Railway.—Poplar Narrows, Cormorant Lake.

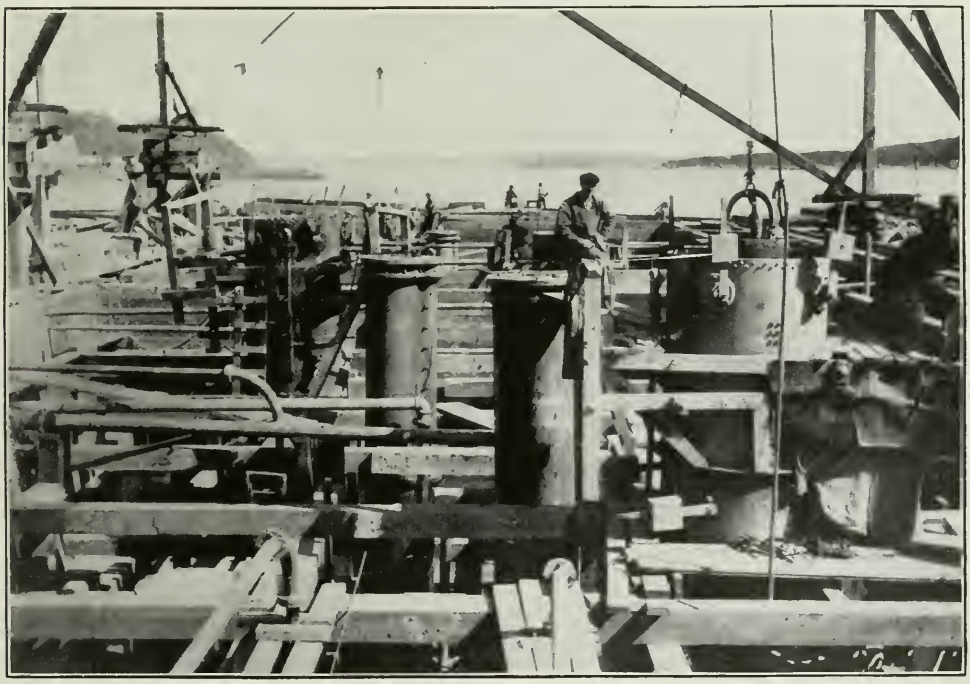


Quebec Bridge.—View of plant on south shore with view of north plant on far side of river.

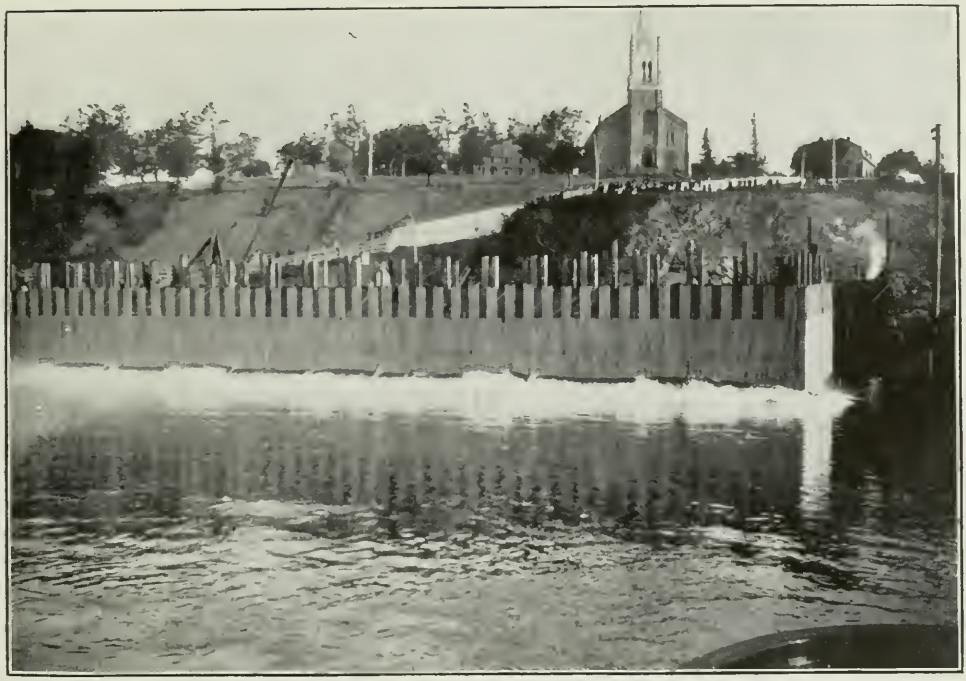


Quebec Bridge.—View from the cliff showing plant in connection with sinking of north main pier caisson.

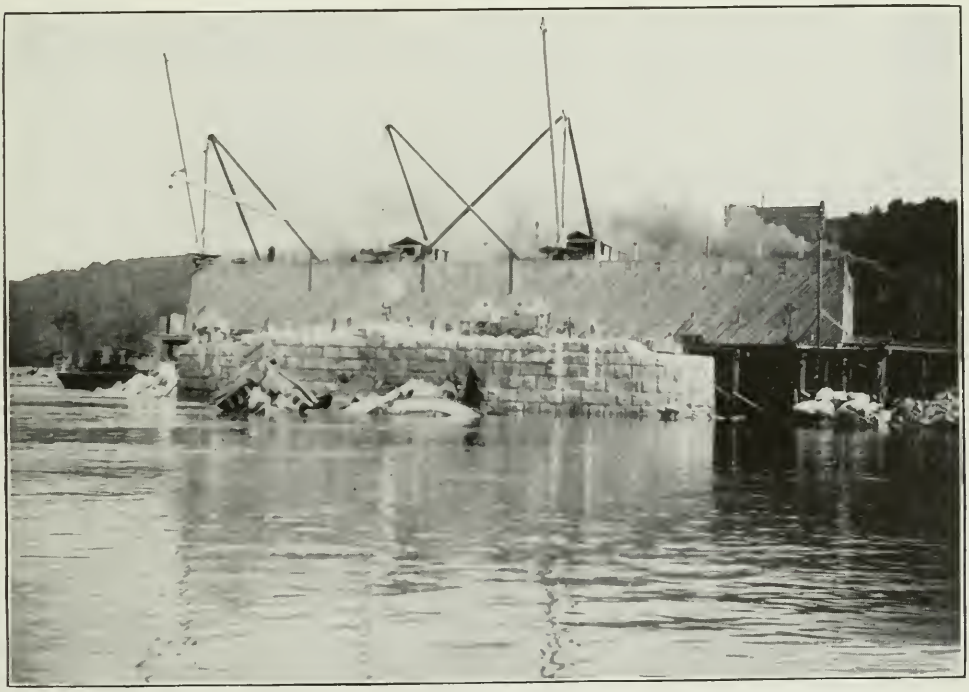
View of north shore showing Boiler, Compresser and Concrete Mining plants. Quebec Bridge in course of construction over River St. Lawrence.



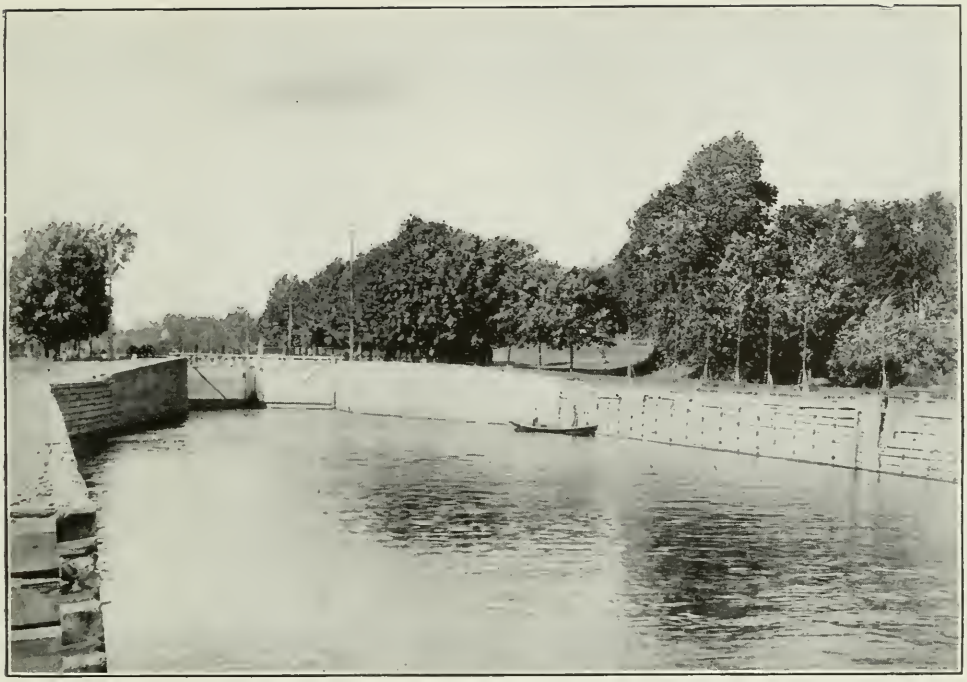
Quebec Bridge.—The two caissons for the north main pier in course of sinking. The smaller shafts are ladder air shafts through which the men descend to the working chamber, down under the caisson. The larger shafts are material air shafts through which the excavated material is taken out. The steel bucket is just emerging from one of these shafts.



Quebec Bridge.—Launching the large caisson for south main pier. In this view it is just striking the water. The caisson is 180'-0 long and 55'-0 wide.



Quebec Bridge.—Caisson for south main pier, which was floated into position behind the old south main pier. The old pier is being demolished in the foreground.



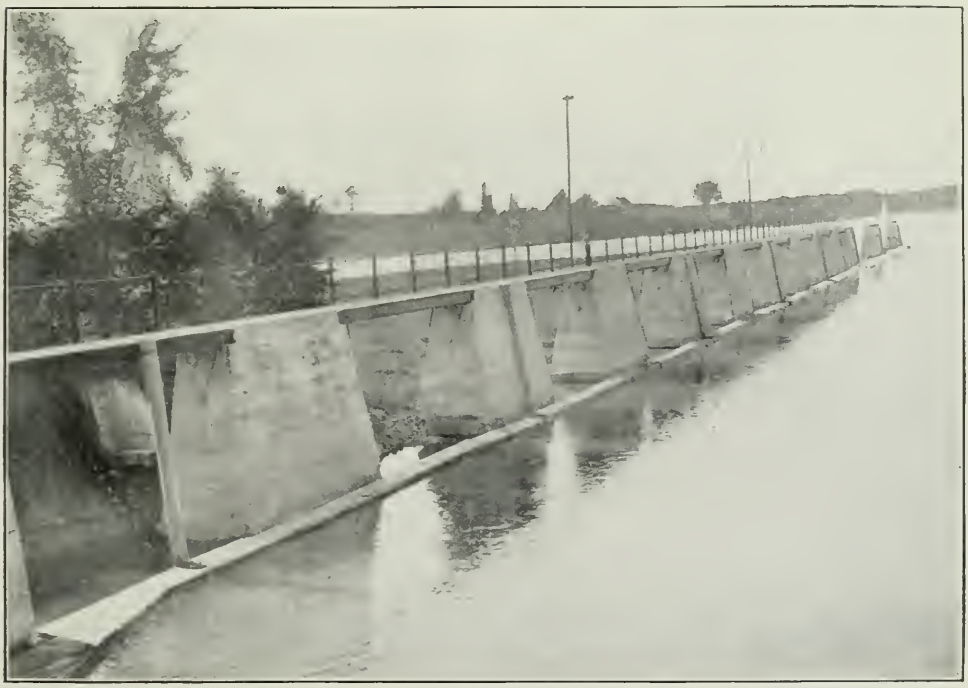
Carillon Canal. Lower entrance to Lock No. 1, looking west.

Old Lachine Canal with Hudson's Bay Port on south bank, looking east.

Lachine Canal from Cote St. Paul Lock, looking east.

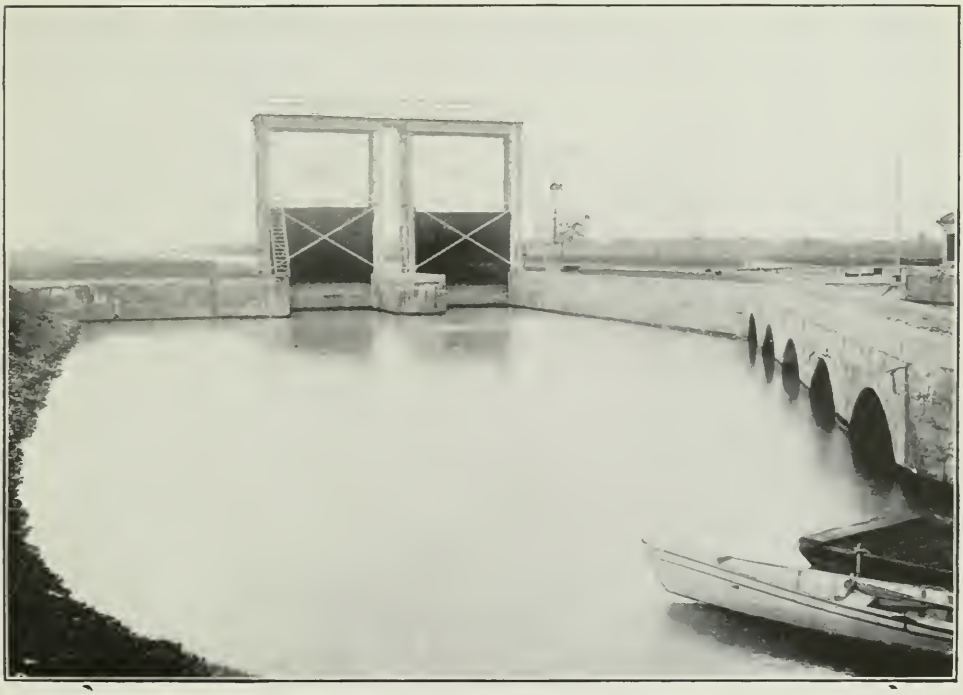
Lachine Canal North Lock looking east from Black's Bridge, Montreal.

St. Ours Lock, P.Q. Showing Old Mill Looking East.



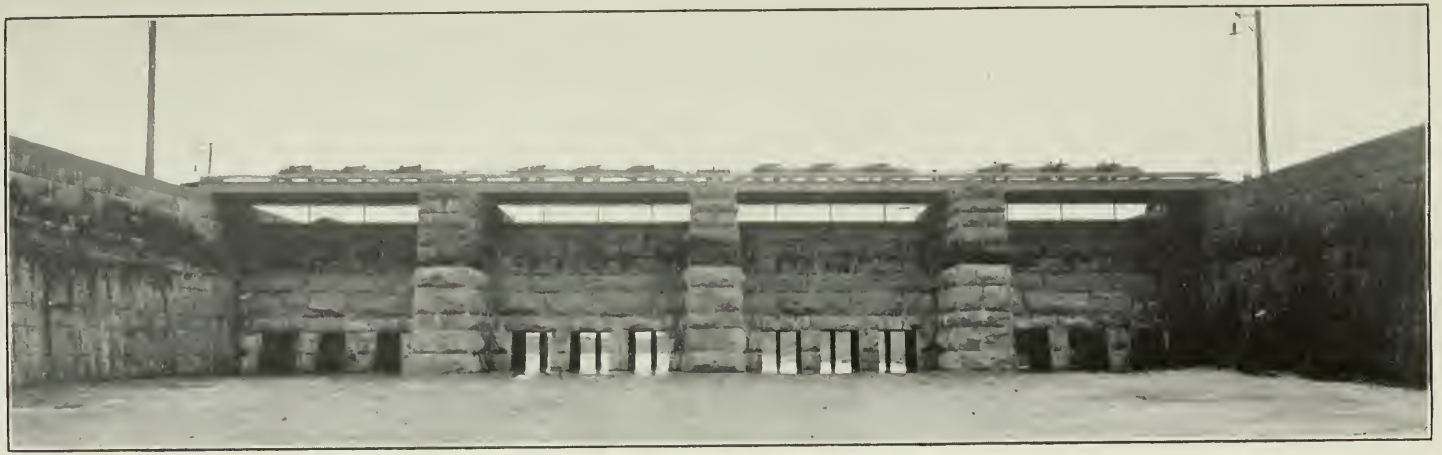
St. Ours Lock, P.Q. Concrete pier below lock (looking west).

Soulanges Canal at Guard Gate Lock No. 4. View of Canal from top of large Stony Sluice.

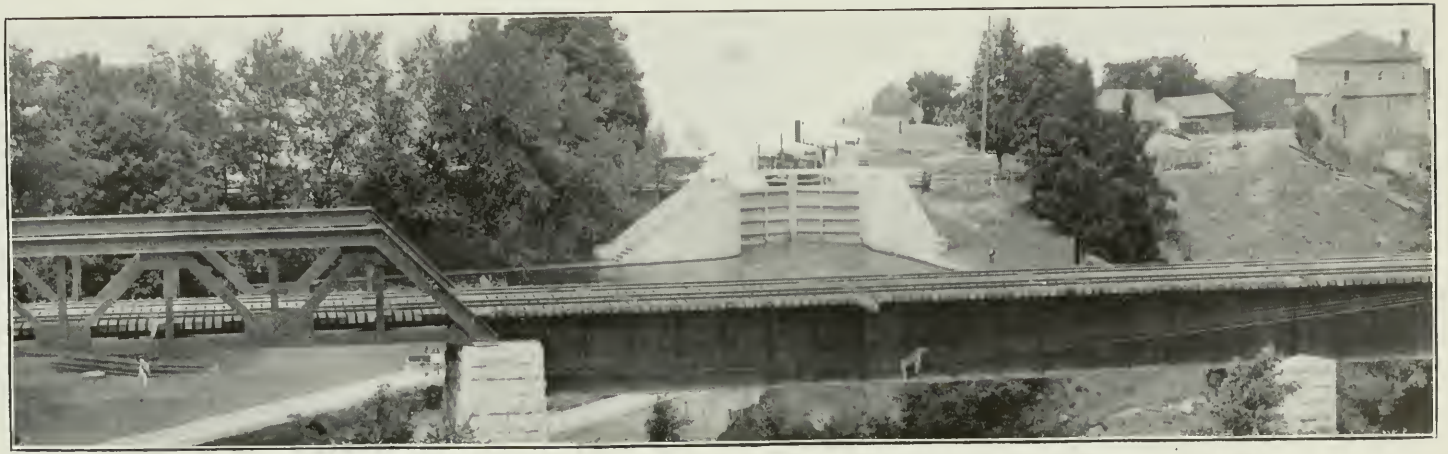


Soulanges Canal Sluice Gates Looking east.

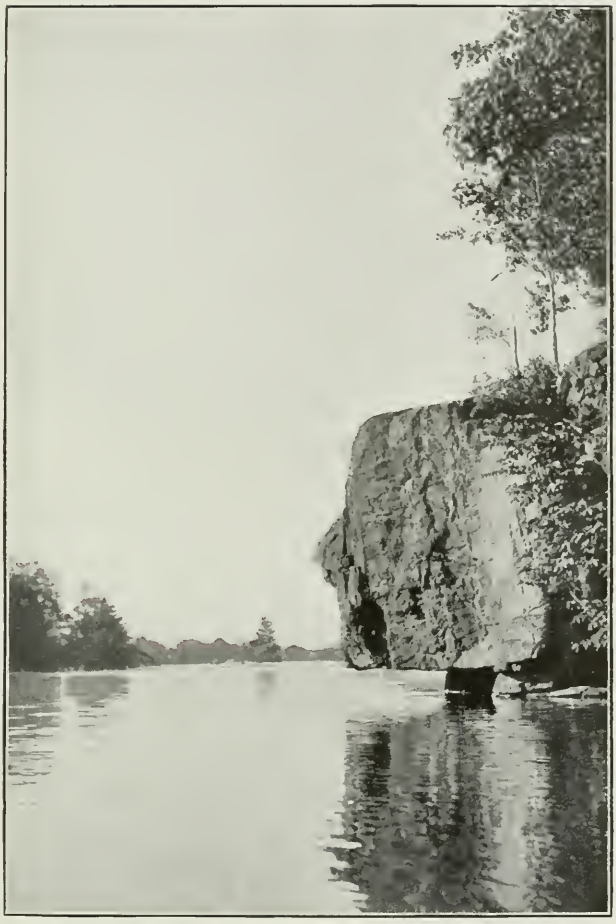
Cornwall Canal. Swing Bridge, Cornwall : looking east.



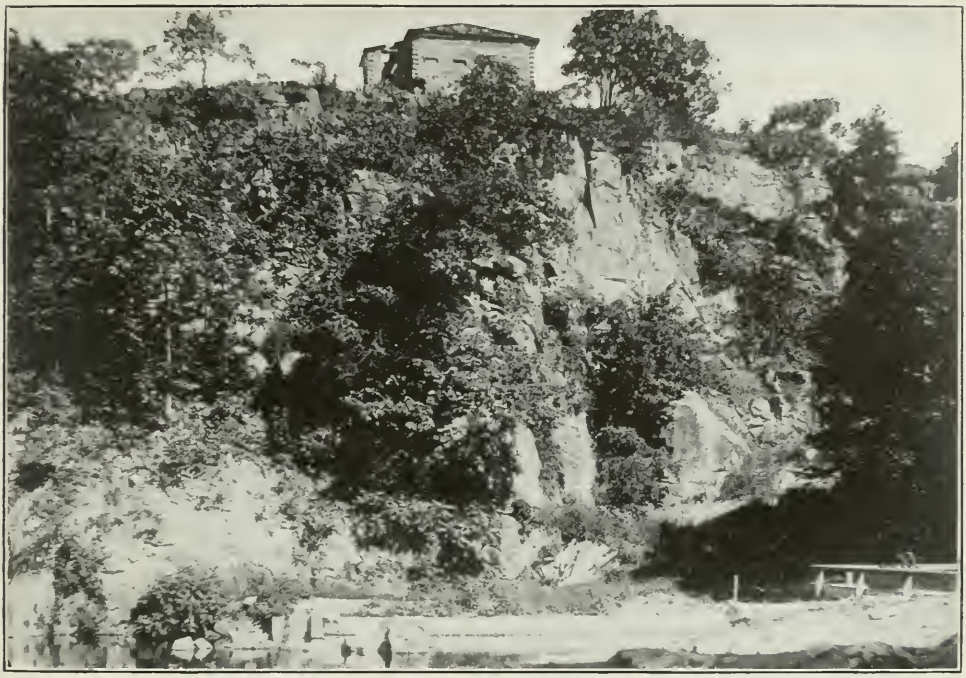
Lock 19, Cornwall Canal. Supply Weir from lower Side.



Rideau Canal. Kingston Mills Lock Station, showing main line of Grand Trunk Railway crossing over locks.



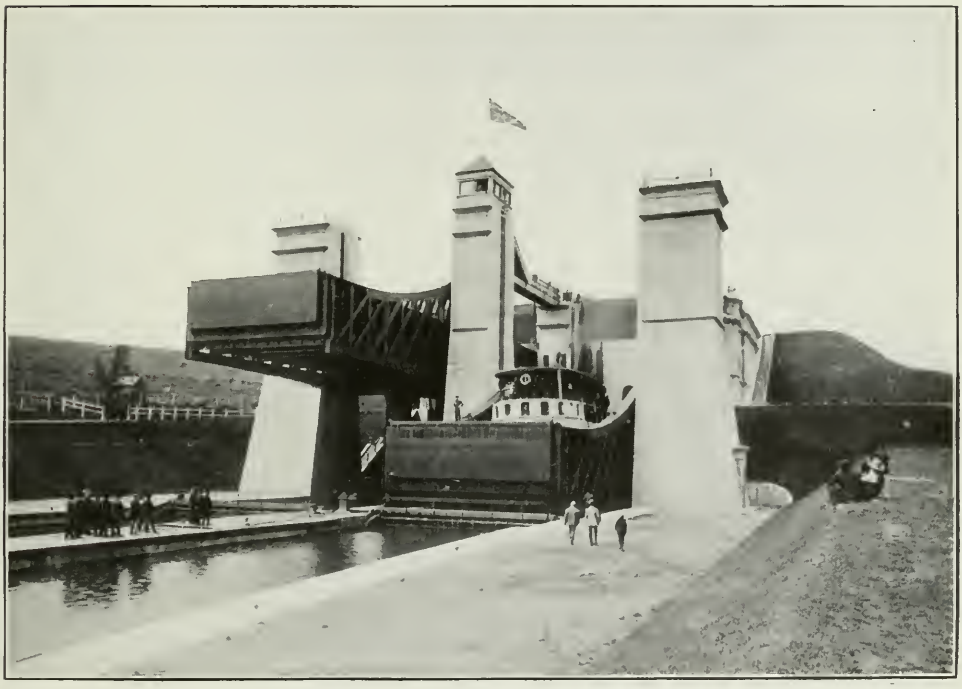
Rideau Canal. The " Iron Duke " or " Wellington's Nose ", Cranberry Lake.



Rideau Canal. Old Block House, at Morton. Originally built to guard the dam at base of the cliff.

Rideau Canal. Foot of the By Wash at Jones' Falls Lock Station.

Rideau Canal. Cranberry Lake looking westwards from Jones' Falls Lock Station.

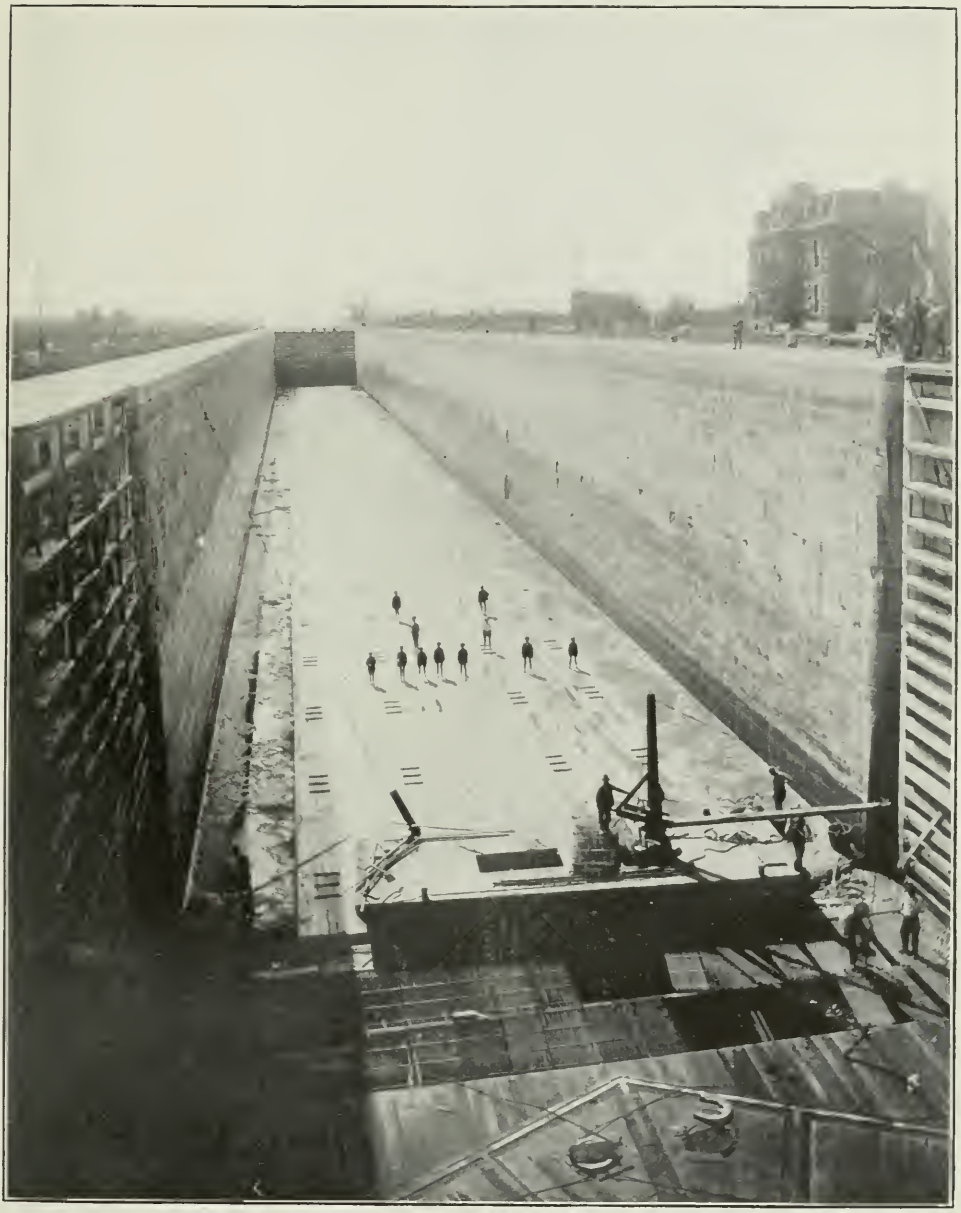


Hydraulic Lift Lock at Peterborough, Trent Canal.

Welland Canal, Entrance at Port Colborne. Government grain elevator in distance.

Str. Hamonic of the Northern Navigation Co., on Lake Huron. The Hamonic is the largest Canadian passenger vessel on the Lake. Length 365 feet, beam 50 feet.

Sault Ste. Marie Canal.



Sault Ste. Marie Canal.—Lock unwatered for repairs, 1907.

DEPARTMENT OF RAILWAYS AND CANALS

CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1912

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1913

[No. 20*a*—1913.]

To Field Marshal His Royal Highness PRINCE ARTHUR WILLIAM PATRICK ALBERT, *Duke of Connaught and of Strathearn; Earl of Sussex, (in the Peerage of the United Kingdom), Prince of the United Kingdom of Great Britain and Ireland ; Duke of Saxony ; Prince of Saxe-Cobourg and Gotha ; Knight of the Most Noble Order of the Garter ; Knight of the Most Ancient and Most Noble Order of the Thistle ; Knight of the Most Illustrious Order of Saint Patrick ; a Member of the Most Honourable Privy Council ; Great Master of the Most Honourable Order of the Bath ; Knight Grand Commander of the Most Exalted Order of the Star of India ; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George ; Knight Grand Commander of the Most Eminent Order of the Indian Empire ; Knight Grand Cross of the Royal Victorian Order ; Personal Aide-de-Camp to His Majesty the King ; Governor General and Commander-in-Chief of the Dominion of Canada.*

MAY IT PLEASE YOUR ROYAL HIGHNESS,—

The undersigned has the honour to present to Your Royal Highness Canal Statistics, for the year ended December 31, 1912.

All of which is respectfully submitted.

F. COCHRANE,
Minister of Railways and Canals.

To the Honorable F. COCHRANE,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the operations of the Canals of the Dominion for the year ended December 31, 1912.

I have the honour to be, sir,

Your obedient servant.

A. W. CAMPBELL,
Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS.
OTTAWA, FEBRUARY 15, 1913.

A. W. CAMPBELL, Esq., C.E.,
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit to you herewith Canal Statistics for the year ended December 31, 1912.

The total volume of traffic through the canals of the Dominion was 47,587,245 tons, distributed as follows:—

—	Tons.	Increase.	Decrease.
Sault Ste. Marie	39,669,655	8,717,946	
Welland	2,851,915	314,286	
St. Lawrence	3,477,188	371,480	
Chambly	618,415	18,586	
St. Peter's	74,809		489
Murray	170,081	6,624	
Ottawa	392,350	72,279	
Rideau	160,133		12,094
Trent	77,150	19,860	
St. Andrew's	95,549	48,414	
Total	47,587,245	9,569,475	12,583

It will be observed that the increment for the year 1912, as compared with 1911, was 9,556,892 tons. This was equal to 25·1 per cent.

It must not be assumed that the net business of the canals amounted to 47,587,245 tons. There is duplication to the extent of several million tons, and unavoidably so. For example, all traffic between Fort William and Montreal is first credited to the canal at Sault Ste. Marie, then to the Welland canal, and finally to the St. Lawrence canals. In the same way, freight shipped from Ottawa to New York finds a place first in the returns of the Ottawa River canals, next the Lachine canal, and lastly in the Chambly canal. This situation is not essentially different from that which arises with regard to railway traffic, and, as has been said, is inseparable from the statistical system which has long been in vogue. In dealing with the question of the average freight rate on the inland waters of Canada on a page further along, the actual net tonnage will be indicated.

The following statement shows the growth of traffic through the canals of Canada during the past decade:—

1903	9,203,817	Tons.
1904	8,256,236	"
1905	9,371,744	"
1906	10,523,185	"
1907	20,543,639	"
1908	17,502,820	"
1909	33,720,748	"
1910	42,990,608	"
1911	38,030,353	"
1912	47,587,245	"

It will be seen that the expansion for the ten year period between 1903 and 1912 was equal to 417 per cent.

The following comparative statement of traffic will show on what canals the growth has taken place during the past four years :—

—	1909.	1910.	1911.	1912.
Sault Ste. Marie	27,861,245	36,395,687	30,951,709	39,669,655
Welland	2,025,951	2,326,290	2,537,629	2,851,915
St. Lawrence	2,410,629	2,760,752	3,105,708	3,477,188
Chambly	752,117	669,299	599,829	618,415
St. Peter's	79,850	85,951	75,298	74,809
Murray	102,291	177,941	163,457	170,081
Ottawa	336,939	385,261	320,071	392,350
Rideau	91,774	134,881	172,227	160,133
Trent	59,952	46,263	57,290	77,150
St. Andrew's	.....	8,283	47,135	95,549

Details of traffic, showing the tonnage of commodities, will be found in tables constituting the body of this report. Comparing the years 1911 and 1912, following was the tonnage by classes and canals :—

Canals.	Agricultural Products.	Animal Products.	Manufactures.	Products of Forest.	Products of Mines.	Total.
1911.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Sault Ste. Marie	3,219,929	978	854,516	56,853	26,819,433	30,951,709
Welland	1,089,605	574	539,865	250,423	657,162	2,537,629
St. Lawrence	1,003,090	9,943	557,992	551,155	983,528	3,105,708
Chambly	41,903	315	25,370	396,704	135,537	599,829
St. Peter's	16,538	2,153	11,828	7,120	37,659	75,298
Murray	1,109	113	143,399	1,622	17,214	163,457
Ottawa	9,779	2,467	65,452	202,797	39,576	320,071
Rideau	6,084	2,684	114,937	34,350	14,172	172,227
Trent	951	397	12,551	31,342	12,049	57,290
St. Andrew's	82	.....	33,153	13,773	127	47,135
Total	5,389,070	19,624	2,359,063	1,546,139	28,716,457	38,030,353
1912.						
Sault Ste. Marie	4,530,792	372	975,303	54,114	34,109,074	39,669,655
Welland	1,205,912	678	625,569	227,684	792,072	2,851,915
St. Lawrence	1,119,567	9,375	464,091	578,760	1,305,395	3,477,188
Chambly	19,706	338	11,600	425,313	161,458	618,415
St. Peter's	15,427	2,996	7,583	11,161	37,642	74,809
Murray	448	37	101,511	706	67,379	170,081
Ottawa	5,278	2,880	20,958	226,600	136,634	392,350
Rideau	3,995	3,151	18,814	28,642	105,531	160,133
Trent	2,514	361	3,459	67,489	3,327	77,150
St. Andrew's	37	.....	60	14,153	81,299	95,549
Total	6,903,676	20,188	2,228,948	1,634,622	36,799,811	47,587,245

The ratio which each of the foregoing classes bore to the total volume of traffic during the past three years is shown in the following statement :—

	1910.	1911.	1912.
	Per cent.	Per cent.	Per cent.
Agricultural products	10.2	14·2	14 51
Animal "	1·2	·1	·04
Manufactures	5·2	6·2	4·68
Produce of forests	3·9	4·0	3·43
Produce of mines	79·5	75·5	77·34

CANADIAN AND AMERICAN TRAFFIC.

Until the year 1908 a separation was not made as between Canadian and American traffic. Since that date a record has been kept of the country of origin, as far as the canals of Canada are concerned.

The facts with respect to vessel tonnage and freight tonnage during the past five years are given in the following table :—

Year.	Canadian Vessels.		U. S. Vessels.		Freight Tonnage.		
	No.	Tonnage	No.	Tonnage.	Canadian.	United States.	Total.
1908	29,040	6,780,789	7,489	4,835,320	5,012,147	12,490,673	17,502,820
1909	22,507	7,811,578	9,996	16,459,322	7,378,057	26,342,691	33,720,748
1910	25,337	8,931,790	11,462	21,777,297	7,883,614	35,106,994	42,990,608
1911	25,585	9,172,192	10,370	18,231,622	7,792,907	30,237,446	38,030,353
1912	27,371	10,237,335	11,785	24,636,190	9,376,529	38,210,716	47,587,245

The proportions of freight tonnage originating in Canada and the United States during the five years for which the facts are available, have been as follows :—

Year.	Canadian Per Cent.	American Per Cent.
1908	28·7	71·3
1909	21·8	78·2
1910	18·3	81·7
1911	20·5	79·5
1912	19·7	80·3

The large and growing difference between the traffic of Canada and the traffic of the United States through the canals of Canada, arises almost wholly at Sault Ste. Marie. For example, in 1912 the proportion of strictly Canadian traffic which passed through the Canadian canal at Sault Ste. Marie was 10 3, and the traffic of that canal represented 83 per cent of the total for the whole Dominion. Of the American traffic which passed through the Canadian canal at Sault Ste. Marie in 1912, iron ore constituted over 87 per cent. In other words, out of 35,579,293 tons of American traffic at Sault Ste. Marie, 31,141,063 tons was made up of iron ore.

The situation changes at the Welland. In 1912, out of a total of 2,851,915 tons, Canadian traffic aggregated 1,553,116 tons, or 54 per cent. The St. Lawrence canals

during the same period showed 2,340,143 tons of Canadian business, out of a total of 3,477,188, or 67 per cent.

The facts with regard to vessel tonnage will be found on a succeeding page. The proportions in 1912 were: Canadian, 29·36 per cent.; American, 70·64 per cent.

TRANSPORTATION OF CANADIAN WHEAT.

The rapid settlement of the Western provinces has created a steadily deepening interest in the movement of Canadian wheat. From 1895 down to 1909 a separation of Canadian and American products was not made in Canal Statistics; but since the latter year a careful record has been made of the facts in that regard. The following shows the volume of Canadian wheat brought down through the Canadian canal at Sault Ste. Marie:—

	Bushels.
1895	4,518,334
1896	19,314,234
1897	17,925,834
1898	9,746,600
1899	12,759,634
1900	9,292,034
1901	9,639,534
1902	27,912,500
1903	32,233,934
1904	29,794,100
1905	25,983,100
1906	34,389,300
1907	49,399,967
1908	58,574,034
1909	*48,047,833
1910	51,774,833
1911	63,641,000
1912	83,743,034

*For the first time represents Canadian wheat only. The figures of preceding years include American wheat which passed through the Canadian canal.

The foregoing figures do not represent the total volume of Canadian wheat which came down from the Northwest in 1912. They have reference wholly to the number of bushels which passed through the Canadian canal at Sault Ste. Marie. There came through the American canal at that point 23,020,833 bushels. It was also ascertained from the Customs Department that 10,724,498 bushels of Canadian wheat went out from Duluth in 1912 in bond. Of this latter quantity 7,646,634 bushels had been accounted for in the totals of the two canals at Sault Ste. Marie, leaving 3,078,264 to be added to the figures just given. The total quantity of Canadian wheat moved by water in 1912 would therefore be 109,842,031 bushels, as compared with 65,622,481 bushels moved in 1911.

Without reference to which of the two canals was used at Sault Ste. Marie, the account with respect to Canadian wheat might be presented in this form:—

From Fort William	99,117,233	bushels
From Duluth, in bond	10,724,798	do
Total	109,842,031	do

The account is still incomplete. Canadian flour to the amount of 2,828,980 barrels passed through the Canadian and American canals at Sault Ste. Marie, and, allowing five bushels of wheat to the barrel, this would mean an addition of 14,144,900 bushels, bringing the final total of Canadian waterborne wheat up to 123,986,931 bushels.

SESSIONAL PAPER No. 20a

An analysis of the distribution of Canadian wheat after it had passed through the Canadian and American canals at Sault Ste. Marie, was this year made from the ships' reports filed at both offices. For several years past the facts had been gathered only with respect to the Canadian canal. In 1912 copies were procured of all ships' reports taken at the American canal; so that more comprehensive figures are this year made available. Taking first the Canadian canal, following was the distribution of Canadian wheat in 1912 :—

	Bushels.
Fort William to Montreal	13,726,166
" Georgian bay	17,648,334
" other Canadian ports	19,676,100
" Buffalo	25,045,806
Duluth to Montreal	283,500
" Buffalo	5,714,367
" Georgian bay	1,418,767
" other Canadian ports	230,000
Total	83,743,034

Through the American canal at Sault Ste. Marie the distribution of Canadian wheat in 1912 was as follows :—

	Bushels.
Fort William to Montreal	1,202,933
" Georgian bay	1,852,834
" other Canadian ports	782,600
" Buffalo	19,182,466
Total	23,020,833

Adding 3,078,264 bushels of Canadian wheat from Duluth, which could not be classified, owing to the form in which the American records are kept at Sault Ste. Marie, the total of 109,842,131 is accounted for.

Joining the two accounts, the distribution of Canadian wheat for 1912 assumes the following shape :—

Canadian Wheat.	Bushels.	Per cent.
Fort William to Montreal	14,929,099	13·6
" Georgian bay	19,501,168	17·8
" other Canadian ports	20,458,700	18·6
" Buffalo	44,228,266	40·2
Duluth to Montreal	283,500	·2
" Georgian bay	1,418,767	1·3
" other Canadian ports	230,000	·2
" Buffalo	5,714,367	5·2
" unclassified	3,078,164	2·9
Total	109,842,031	

The "other Canadian Ports" referred to in the above statement are ports between Georgian bay and Lake Ontario.

It will be seen that exactly fifty per cent of all the Canadian wheat which came down by water in 1912, followed wholly Canadian channels.

In order that a comparison may be made with the facts in preceding years, the following table is brought down to the end of 1912 :—

Canadian Wheat.	1909.	1910.	1911.	1912.
	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	10,517,266	13,185,370	12,761,666	14,929,099
" " " Georgian bay	13,384,400	12,753,200	9,881,234	19,501,168
" " " other Canadian ports	10,149,633	9,603,400	11,880,666	20,458,700
" " " Buffalo	12,841,334	15,693,363	27,945,600	44,228,266
Duluth to Montreal	520,000	315,000	.....	283,500
" Buffalo	528,200	224,500	710,334	5,714,367
" Georgian bay	28,000	.....	461,500	1,418,767
" other Canadian ports	79,000	.....	.....	230,000
" unclassified	.....	.....	.....	3,078,164
Total	48,047,833	51,774,833	63,641,000	109,842,031
Through American canal	9,117,328	5,321,446	1,981,481	.....
Grand total	57,165,161	57,096,279	65,622,481	109,842,031

The following statement of percentages presents the foregoing tables in a convenient form for purposes of comparison :—

Canadian Wheat.	1909.	1910.	1911.	1912.
	Per cent.	Per cent.	Per cent.	Per cent.
Fort William to Montreal	21·9	25·5	20·1	13·6
" " Georgian bay	27·9	24·6	15·6	17·8
" " other Canadian ports	21·1	18·5	18·7	18·6
" " Buffalo	26·7	30·3	43·8	40·2
Duluth to Canadian ports	1·3	·6	·7	1·7
" American ports	1·1	·5	1·1	5·2
" unclassified	.....	.....	.....	2·9

In a succeeding paragraph facts will be presented which may explain in some measure the conditions which have operated in the movement of Canadian wheat.

FREIGHT RATES BY WATER.

In Canal Statistics for 1911, it was intimated that plans had been perfected for the ascertaining of the average rate per ton per mile on the inland waters of Canada. These plans involved the recording of the freight rate on each ship's report filed at the various canal offices. As an alternative those operators who wished to do so were permitted to send a monthly statement to Ottawa of tonnage, mileage and gross freight earnings. Ship owners were also required to send in at the close of the season a report showing :—

Total tons carried.

Total ton mileage of loaded vessels.

Gross receipts from freight.

On the whole, and having regard to the difficulties which are inseparable from the inauguration of new undertakings of that character, the results were satisfactory. For example, out of a net Canadian tonnage of 6,942,278, definite information was received with regard to the mileage and freight earnings on 6,292,661 tons. St. Peters and St. Andrews canals were left out of the scheme for the year 1912, and they accounted for 170,358 tons; so that the actual net Canadian tonnage affected was 6,771,920.

Returns were thus received in relation to 93 per cent of Canadian business. These returns covered all classes of traffic, and it might reasonably be assumed that had every ton been accounted for, the result would not have been altered.

The Canadian returns applied to 6,292,661 tons of freight, to 3,286,187,160 ton miles, and to gross freight earnings amounting to $6,378,893.43.

From American shipping companies reports were received covering 26,030,661 tons, out of a total net tonnage of 36,840,812. These reports had reference to all classes of commodities, and were thoroughly typical of the whole business on inland waters of Canada. It may be confidently asserted that absolutely complete returns would not have materially affected the final calculation of the average rate per ton per mile. The number of ton miles accounted for amounted to 21,799,392,809, and the gross earnings on American freight to $14,617,368.60.

Using the factors which have been indicated—the ton mileage and the gross earnings from freight—the results are as follows:—

Canadian traffic:—

Average rate per ton	91·04 cents.
" " per mile	0·194 "

American traffic:—

Average rate per ton	56·62 cents.
" " per mile	0·067 "

Without an explanation, the difference between the Canadian and American rate per ton per mile will not be understood. Of the 36,840,812 tons of American traffic through the canals of Canada in 1912, no less than 31,134,251 tons, or nearly 85 per cent, consisted of iron ore. Upbound coal accounted for a further 2,945,441 tons, or 8 per cent. In fact, if iron and coal were eliminated from the total account, the volume of Canadian traffic would exceed the American

The transportation of iron ore and coal is a special feature of the trade of the Great Lakes. Most of the ore is carried by the vessels of the Pittsburg Steamship Company and the rate in 1912 was 55 cents per ton from the head of Lake Superior to ports on Lake Erie. These vessels are owned and operated by the iron interests of Pittsburg, and do not carry other commodities than ore and coal—ore down and coal up. For this upbound coal, without regard to ownership of the vessels, the rate last year was 30 cents per ton. Thus, while wheat was being carried to Buffalo at as high a rate as 2·616 cents per ton per mile, iron ore was passing over the same route at ·063. Coal was being moved upward at the still lower rate of ·046 per ton per mile. In a word, any analysis of freight rates on the inland waters of Canada would be misleading which failed to recognize, and to separate for special treatment, this overwhelming movement of ore and coal under the conditions indicated.

The movement of Canadian wheat during the season of 1912 has been discussed in a preceding division of this report. There remains the matter of the freight rate on that important commodity.

Special care was taken during the year to ascertain with accuracy the rates which were charged on waterborne wheat. The facts in that regard were carefully tabulated. They yielded the following results:—

Fort William to Buffalo:

Per ton per mile	·103 cent
Per bushel	2·863 "

Fort William to Georgian bay:

Per ton per mile	·163 cent
Per bushel	2 629 "

Fort William to other Canadian ports:

Per ton per mile	·115 cent
Per bushel	2·384 "

Fort William to Montreal:

Per ton per mile	·160 cent
Per bushel	5·774 "

The lowest rate prevailed in May, and the highest in December. The rates per ton per mile and per bushel in these months were as follow:

	May.		December.	
	Per ton per mile	Per Bushel.	Per ton per mile.	Per Bushel.
	cent.	cents.	cent.	cents.
Fort William to Buffalo	·106	2·719	·150	3·905
" " " Georgian bay	·012	1·835	·259	3·967
" " " Other Canadian ports	·099	2·012	·232	4·403
" " " Montreal	·147	5·444	·193	7·129

There was not any wheat actually brought down from Fort William to Montreal in December; and the rates in the foregoing table are for November. The largest volume of wheat moved between Fort William and Montreal occurred in October, when the average rates were ·184 per ton per mile and 6·149 cents per bushel. For the same month the rates from Fort William to Buffalo were ·084 per ton per mile, and 2·259 cents per bushel. The maximum rate of the season between Fort William and Montreal was in effect in November, and was 8 cents per bushel.

To measure the conditions which influenced the movement of Canadian wheat to Montreal or Buffalo, it is necessary to know the freight rate on wheat from Buffalo to the Atlantic seaboard during 1912. It was officially ascertained from the Buffalo Chamber of Commerce, under date of 14th February, 1913, that these rates per bushel were: May to end of September, on lake wheat for export, $4\frac{1}{2}$ cents; in October $5\frac{1}{2}$ cents; after fifteenth November, six cents.

Thus, the all water rate from Fort William to Montreal in May was 5·444 cents per bushel, and the combined water and rail rate from Fort William to the American seaboard (say New York) was 7·219 cents. In November, the water rate from Fort William to Montreal was 7·129 cents per bushel, and the combined water and rail rate from Fort William to the American seaboard, via Buffalo, was 8·616 cents. The apparent difference in favour of Montreal was 1·765 cents per bushel in May, and 1·487 cents in November, so far as the rates of freight were concerned.

There remains to be presented the facts with respect to traffic by way of Fort William and Georgian bay ports. The average rate for the season was 2·629 cents per bushel. It was officially ascertained that the rail rates from Georgian bay to Montreal were as follows:—

C.P.R.	6c.	per bushel
G.T.R., Jan. 1st to June 30th	5c.	" "
" July 1st to Sept. 30th	4c.	" "
" Oct. 1st to Dec. 31st	5c.	" "

Speaking broadly, it might be assumed that the combined water and rail rate is adjusted to practically equal the all-water rate.

In Canal Statistics for 1911 the causes which operated to divert a large percentage of Canadian wheat from Canadian to American channels, despite the lower transportation cost between Fort William and Montreal, were discussed. Among them were:

The availibility of ocean tonnage at New York, the consideration of time in making delivery at foreign ports, and the rates of marine insurance. It is obvious that these causes must have continued to operate effectively in 1912.

RAIL AND WATER RATES.

The question is frequently, and quite naturally, asked: How do freight rates by water compare with freight rates by rail? It has always seemed to me, as the officer of this Department in charge of transportation statistics, that data should be available which would permit such a comparison to be fairly made; but the question will never be fully and satisfactorily answered until carriers by water are required to report in precisely the way railways are asked to do.

This year, for the first time, accurate information has been obtained with regard to the average rate per ton per mile on the waterborne traffic of the Great Lakes. That rate, so far as Canadian business was concerned, was found to be ·194 cent. It is pointed out, however, that this rate does not take cognizance of the special conditions under which traffic on the inland waters of Canada is conducted, and that the contribution of Government should be taken into the reckoning. There is pertinency in such a contention. It would seem, at all events, to be proper to include the interest charge on the capital cost of the canals and the annual outlay by Government for up-keep. The facts in that regard are definitely known. This plan omits all expenditures for harbours, lighthouses, dredging, buoying, &c., which might be included; but, whether they should be included or not, the matter is ruled out for the time being by reason of the fact that the sum of such expenditures is not definitely known.

The capital cost of the canals connected with the inland waters of Canada was, up to the 31st of March last, $103,400,588.64. The details will be found on a succeeding page. The interest on this capital sum, at 3½ per cent, would be $3,619,021. The cost of maintenance of the Canadian canal system for the year ended 31st March, 1912, was $1,725.737.46. These sums added together give a total of $5,344,758.46. Assuming, as may be fairly done, that the entire Canadian business through the canals of Canada last year was on the basis of the ascertained rate, by a simple calculation it may be demonstrated that the contribution to the freight rate by Government amounted to 76·99 cents per ton, or ·140 cent per ton per mile. The sum would then stand as follows:—

——	Ton.	Ton per Mile.
	Cent.	Cent.
Actual freight rate	91·04	·194
Government contribution	76·99	·140
Total	$1·6803	·334

It has been ascertained through official channels that the rail rate of the Canadian Pacific on wheat from Fort William to Montreal is 12 cents per bushel. The distance is 995 miles. This rate would thus be equal to $4 per ton, or ·402 cent per ton per mile. The average water rate on a bushel of wheat from Fort William to Montreal in 1912 was 5·774 cents, or $1·92 per ton. The addition of the Government contribution of ·140 per ton per mile to the water rate between Fort William and Montreal would be equal to $1·72 per ton. Adding $1·92 and $1·72 together, we have a total water rate of $3·64 per ton, as compared with $4 per ton by rail.

The average rate per ton per mile of all the railways of Canada for the year ended June 30, 1912, was ·757 cent. It is therefore manifest that water rates, plus the

Government contribution to canal service, were lower than rail rates in 1912. It is also equally clear, from a study of the transportation problem as a whole, that there are other factors than the freight rate which operate to direct the movement of traffic in any particular channel.

INSURANCE RATES.

For the season of 1912 the insurance rates in force on the inland waters of Canada were as follows :—

On the insurable value of the hull, covering all risks from the head of the lakes down to the foot of Lake Erie, $5\frac{3}{4}$ per cent. An additional one per cent was charged on vessels moving as far east as Ogdensburg, and a further one per cent was payable from Ogdensburg to Montreal. Thus the rate on a vessel voyaging from Fort William to Montreal was $7\frac{3}{4}$ per cent. A still further charge of one-half per cent was imposed on vessels outside of the Lakes Protective Association of Cleveland, or the Canadian Lake Protective Association.

GENERAL STATISTICS.

The following tabular statements will afford general information with respect to the business of the canals of Canada since 1887 :—

STATEMENT of Total Freight passed through the Canals for the following years.

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.			
1887	336,648	1,154,424	138,692	202,563	151,805	192,528	86,374	457,482	713,519	2,006,997	2,720,516
1888	355,165	1,146,260	138,127	174,239	214,407	223,429	81,611	428,357	789,310	1,972,287	2,761,597
1889	384,777	1,156,306	122,295	198,497	267,224	300,193	81,243	603,311	855,529	2,258,367	3 113,896
1890	369,593	1,137,011	144,368	133,188	216,813	320,324	58,709	533,021	789,505	2,123,542	2 913,047
1891	370,120	1,155,247	103,814	123,193	248,188	307,958	50,747	543,259	772,869	2,129,657	2,902,526
1892	327,560	1,322,137	173,538	135,787	241,034	302,983	47,396	481,301	789,528	2,242,208	3,031,736
1893	351,706	1,344,822	214,076	141,602	247,329	385,769	54,912	806,773	868,023	2,678,966	3,546,989
1894	299,155	1,140,606	204,175	89,614	231,172	363,107	46,020	568,866	780,522	2,162,193	2,942,715
1895	264,824	1,070,046	286,191	91,177	362,637	608,778	62,285	590,140	975,937	2,360,141	*3,336,078
1896	293,353	1,619,668	259,659	100,519	1,197,245	3,536,054	117,535	867,040	1,867,792	6,123,281	7,991,073
1897	275,587	1,713,274	268,700	187,960	669,142	4,369,314	108,787	968,203	1,322,216	7,238,751	8,560,967
1898	263,989	1,819,887	187,253	98,967	829,508	2,425,121	81,615	912,135	1,362,365	5,256,110	6,618,475
1899	296,208	1,833,412	266,364	115,133	732,030	2,129,988	125,678	727,111	1,420,280	4,805,644	6,225,924
1900	312,201	1,632,915	270,033	81,714	568,197	1,339,915	105,155	703,563	1,255,586	3,758,107	5,013,693
1901	340,805	1,686,094	268,449	201,231	507,204	1,801,696	177,715	682,065	1,294,173	4,371,086	5,665,259
1902	529,085	2,064,480	308,212	342,484	515,828	3,000,636	190,243	562,229	1,543,368	5,969,829	7,513,197
1903	648,150	2,391,366	430,174	408,560	863,337	3,130,816	373,456	958,018	2,315,117	6,888,700	9,203,817
1904	606,737	2,047,499	511,887	276,578	699.784	2,778,903	483,795	851,053	2,302,203	5,954,033	8,256,236
1905	736,976	2,252,514	549,365	347,089	607,228	3,183,895	577,528	1,137,146	2,451,097	6,920,647	9,371,744
1906	1,238,929	2,355,855	627,094	234,919	991,508	3,595,256	482,239	997,385	3,339,770	7,183,415	10,523,185
1907	1,034,733	3,162,158	891,692	226,138	1,991,959	11,060,878	819,369	1,356,712	4,737,753	15,805,886	20,543,639
1908	1,028,246	3,292,422	560,736	278,721	1,704,310	8,218,866	972,300	1,447,219	4,265,592	13,237,228	17,502,820
1909	1,608,659	3,504,849	1,060,715	607,894	1,985,522	22,385,226	1,023,829	1,544,054	5,744,349	27,976,399	33,720,748
1910	2,312,740	3,861,272	600,144	661,436	3,323,822	29,530,163	995,749	1,705,282	7,232,455	35,758,153	42,990,608
1011	2,370,516	3,910,558	572,470	995,719	2,546,677	23,458,256	2,086,777	2,089,380	7,576,440	30,453,913	38,030,353
1912	2,340,444	4,973,342	867,250	961,838	2,042,819	32,434,735	1,343,288	2,623,529	6,593,801	40,993,444	47,587,245

* Sault Ste. Marie canal opened in August, 1895.

STATEMENT of the Tonnage of Canadian and United States Vessels for the following years.

CANADIAN VESSELS.

YEARS.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		TOTAL TONS.	Number of Vessels.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.	
1887.....	1,201,529	1,194,665	162,554	36,277	1,071	65	30,778	221,013	1,395,932	1,452,020	2,847,952	18,991
1888.....	1,113,290	1,120,774	158,209	34,368	1,252	.....	22,553	189,876	1,295,304	1,345,018	2,640,322	17,661
1889.....	1,285,574	1,207,892	188,131	39,371	976	802	20,271	252,565	1,494,952	1,500,630	2,995,582	19,393
1890...	1,314,127	1,250,999	229,478	32,909	929	351	14,003	296,676	1,558,537	1,580,935	3,139,472	20,655
1891....	1,356,518	1,287,168	201,758	28,642	550	292	16,350	244,176	1,575,176	1,560,278	3,135,454	19,246
1892. ...	1,517,249	1,460,505	177,136	29,184	1,466	394	14,659	201,374	1,710,510	1,691,455	3,401,965	21,177
1893.....	1,548,094	1,422,326	170,186	26,787	1,172	10	17,037	248,442	1,736,489	1,697,565	3,434,054	20,757
1894.....	1,319,792	1,260,907	217,635	19,298	2,177	5	6,394	222,696	1,545,998	1,502,906	3,048,904	19,027
1895.....	1,258,848	1,165,683	253,693	13,383	.....	.....	5,899	285,553	1,518,440	1,464,619	2,983,059	17,136
1896.....	1,547,757	1,420,342	200,292	5,234	157	....	4,115	271,809	1,752,321	1,697,385	3,449,706	20,972
1897.....	1,629,192	1,482,951	215,785	11,378	....	....	3,533	297,898	1,848,510	1,792,227	3,640,737	21,466
1898.....	1,704,661	1,609,255	215,393	4,927	499	518	6,805	255,927	1,927,358	1,870,627	3,797,985	21,509
1899.....	1,865,643	1,774,789	242,817	32,436	925	3,691	42,290	345,980	2,151,675	2,156,896	4,308,571	23,575
1900.....	1,767,293	1,681,340	265,926	14,922	2,909	64	38,015	358,781	2,074,143	2,055,107	4,129,250	21,755
1901.....	1,615,952	1,587,221	279,007	82,541	3,300	2,908	97,332	312,003	1,995,591	1,984,673	3,980,264	20,860
1902.....	1,914,167	1,840,787	241,356	97,492	1,874	2,164	101,335	286,520	2,258,732	2,226,963	4,485,695	22,198
1903.....	2,061,258	2,088,969	340,383	143,614	7,018	3,082	188,896	379,612	2,597,555	2,615,277	5,212,832	23,767
1904.....	1,838,260	1,907,886	299,245	159,740	5,175	4,223	237,910	319,661	2,380,590	2,391,510	4,772,100	21,851
1905.....	2,059,097	2,031,766	312,773	188,138	11,820	3,191	262,401	322,005	2,646,091	2,545,100	5,191,191	23,726
1906.....	2,271,776	2,264,476	292,705	155,595	24,420	5,506	202,276	309,567	2,791,177	2,735,144	5,526,321	25,498
1907.....	2,561,948	2,661,317	337,822	129,246	9,153	7,331	238,172	383,922	3,147,095	3,181,816	6,328,911	28,833
1908.....	2,726,776	2,748,139	318,327	227,315	5,057	7,844	348,944	398,387	3,399,104	3,381,685	6,780,789	29,040
1909.....	3,335,187	2,992,403	300,320	217,989	82,591	111,236	257,945	513,907	3,976,043	3,835,535	7,811,578	22,507
1910.....	3,891,613	3,504,463	315,656	122,688	95,151	89,618	287,555	627,046	4,587,975	4,343,815	8,931,790	25,337
1911.....	3,997,073	3,646,516	333,500	176,690	8,499	2,332	393,012	614,570	4,732,084	4,440,108	9,172,192	25,585
1912.....	4,457,303	4,168,304	617,407	21,176	2,907	1,053	180,735	781,450	5,265,352	4,971,983	10,237,335	27,371

Statement of the Tonnage of Canadian and United States Vessels for the following years.

UNITED STATES VESSELS.

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Number of Vessels.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.	
1887	16,265	17,925	38,857	56,708	143,730	140,562	52,793	98,849	251,645	315,035	566,680	3,883
1888	14,304	26,801	42,425	50,047	177,714	156,095	49,778	114,613	284,221	347,556	631 777	3,921
1889	21,125	26,449	55,996	50,732	253,088	206,567	56,249	160,442	386,458	444,190	830 648	4,542
1890	10,390	16,345	38,156	36,397	248,418	234,728	39,697	97,266	336,661	384,736	721,397	3,364
1891	10,357	29,851	70,665	27,727	283,013	238,818	31,083	146,602	395,118	442,998	838,116	3,602
1892	12,023	29,405	88,221	22,763	280,315	229,437	37,037	172,594	417,596	454,199	871,795	3,928
1893	10,752	34,303	214,047	33,741	351,994	282,724	50,994	307,740	627,787	658,508	1,286,295	4,585
1894	18,528	30,201	139,720	20,830	302,562	269,788	37,406	192,992	498,216	513,811	1,012,027	4,131
1895	8,838	24,768	138,554	17,712	262,240	216,542	32,295	185,730	441,927	444,752	886,679	4,427
1896	11,496	19,093	195,228	21,953	357,205	292,359	40,416	290,370	604,345	623,775	1,228,120	4,650
1897	14,666	18,367	269,430	17,618	338,938	277,345	26,341	347,698	649,375	661,028	1,310,403	4,675
1898	12,142	9,541	233,524	32,880	308,878	305,464	32,331	336,004	586,875	683,889	1,270,764	4,264
1899	17,217	18,044	172,897	30,002	1,605,887	1,156,503	51,902	234,336	1,846,848	1,438,885	3,285,733	6,101
1900	13,316	17,824	157,689	30,443	1,208,725	744,276	45,741	190,971	1,425,471	983,514	2,408,985	5,502
1901	11,587	18,706	177,169	28,124	922,464	1,044,707	54,895	224,622	1,166,115	1,316,159	2,482,274	5,634
1902	13,622	37,871	187,826	70,641	1,756,948	1,654,672	123,257	241,602	2,081,653	2,004,786	4,086,439	6,433
1903	14,014	24,168	265,208	65,247	1,736,187	1,689,414	106,401	335,836	2,121,810	2,114,665	4,236,475	6,695
1904	10,122	16,890	275,721	39,993	1,464,316	1,475,085	68,081	305,697	1,818,240	1,837,665	3,655,905	6,253
1905	19,743	19,444	364,985	81,876	2,350,494	1,701,704	101,536	456,459	2,836,758	2,259,483	5,096,241	7,085
1906	34,306	15,324	356,259	78,561	2,738,623	1,928,131	115,675	418,436	3,244,863	2,440,452	5,685,315	7,319
1907	57,349	72,018	304,591	72,048	4,739,053	5,376,060	205,769	623,941	5,463,767	6,141,067	11,604,834	9,328
1908	54,587	32,705	442,773	124,120	2,975,624	4,142,392	218,835	536,103	3,685,819	4,835,320	8,521,139	7,489
1909	263,592	109,407	442,176	200,202	4,178,378	10,429,314	213,750	621,903	5,098,196	11,361,126	16,459,322	9,996
1910	119,222	50,498	428,702	305,330	5,509,417	14,488,565	299,462	576,101	6,356,803	15,420,494	21,777,297	11,462
1911	49,778	12,643	626,897	576,313	3,348,936	12,057,484	709,084	850,487	4,734,695	13,496,927	18,231,622	10,370
1912	50,296	15,518	763,426	470,330	5,778,534	16,011,911	614,311	931,864	7,206,567	17,429,623	24,636,190	11,785

Vessel and Freight Tonnage passed through the Sault Ste. Marie Canal.

Years.	Canadian Vessels.		U.S. Vessels.		Total No.	Vessel Tonnage.	Freight Tonnage.			Lockages	Days Open	Remarks.
	No.	Tonnage	No.	Tonnage.			Canadian.	United States.	Total.	No.	No.	
1895	609	126,534	583	623,092	1,192	749,626			595,837	699	87	Canal first operated Sept. 9, 1895.
1896	2,070	589,407	3,066	3,805,749	5,136	4,395,156			4,577,399	3,042	218	
1897	1,909	495,546	2,359	3,391,936	4,268	3,797,482			4,947,065	2,604	238	
1898	1,811	403,931	1,864	2,353,699	3,675	2,757,630			3,055,387	2,520	243	
1899	2,000	558,552	1,769	2,389,457	3,769	2,948,009			3,006,664	2,610	239	
1900	1,790	577,310	1,291	1,617,438	3,081	2,194,748			2,035,677	2,205	238	
1901	2,796	775,151	1,408	1,674,597	4,204	2,449,748			2,820,394	2,910	246	
1902	3,080	1,366,930	1,964	3,237,372	5,044	4,604,302			4,729,268	3,418	264	
1903	2,711	1,615,939	1,640	3,146,807	4,351	4,762,746			5,511,868	3,242	256	
1904	2,637	1,555,042	1,325	2,675,663	3,962	4,230,705			5,030,705	3,022	241	
1905	3,970	1,803,288	1,692	3,734,349	5,662	5,537,637			5,473,406	4,031	255	
1906	3,922	1,959,252	1,758	4,399,872	5,680	6,359,124			6,574,039	4,152	253	
1907	3,217	2,154,688	3,132	9,961,281	6,349	12,115,969			15,588,165	4,596	238	
1908	3,289	2,603,232	2,204	7,035,655	5,293	9,638,887	2,092,231	10,666,985	12,759,216	3,667	235	Origin of cargo first shown.
1909	2,597	2,988,936	3,734	14,850,738	6,331	17,839,674	3,366,495	24,494,750	27,861,245	5,046	240	
1910	2,744	3,173,494	5,228	20,187,704	7,972	23,361,198	3,345,619	33,050,068	36,395,687	6,110	248	
1911	2,713	3,108,880	4,068	16,252,340	6,781	19,361,220	3,177,581	27,774,128	30,951,709	6,802	236	
1912	2,643	3,296,229	5,213	22,536,015	7,856	25,832,244	4,090,362	35,579,293	39,669,655	6,200	236	

CAPITAL EXPENDITURE.

The statement following brings the capital expenditure on the canals of the Dominion down to March 31, 1912. It must be understood, however, that the total shown is apart from the outlay by the Imperial Government on the Carillon and Grenville canal, as to which the records were lost in the destruction by the fire of the Ordinance Office, Montreal, in 1852. The details are as follows :—

Canal.	Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Beauharnois	1,636,690 26		1,636,690 26
Carillon and Grenville	63,053 64	4,119,039 32	4,182,092 96
Chambly	637,214 66	79,255 76	716,470 42
Cornwall	1,945,624 73	5,297,179 48	7,242,804 21
Culbute	382,776 46		382,776 46
Lachine	2,589,532 85	10,352,146 14	12,941,678 99
Lake St. Francis		75,906 71	75,906 71
Lake St. Louis		298,176 11	298,176 11
Murray	1,248,946 71		1,248,946 71
Rideau	4,085,889 21		4,085,889 21
Sault-Ste-Marie	4,941,557 07		4,941,557 07
Soulanges	7,515,623 18		7,515,623 18
Ste. Anne's	134,456 51	1,035,759 12	1,170,215 63
St. Laurence River and Canals	18,442 85	3,451,470 56	3,469,913 41
St. Ours	121,537 65	4,306 28	125,843 93
St. Peter's	648,547 14		648,547 14
Tay	489,599 23		489,599 23
Trent	11,302,045 89		11,302,045 89
Welland	7,693,824 03	21,209,415 83	28,903,239 86
Williamsburg — Farran's Point		877,090 57	10,488,811 69
Williamsburg — Galops		6,118,927 32	
Williamsburg — Rapide Plat		2,158,242 00	
Williamsburg — Williamsburg	1,320,655 54	13,896 26	
St. Andrews Lock	1,533,759 57		1,533,759 57
Total	48,309,777 18	55,090,811 46	103,400,588 64

The cost of maintenance for the fiscal year 1912, was $1,725,737.46.

I have the honor to be, sir,

Your obedient servant,

J. L. PAYNE,
Comptroller of Statistics.

CANAL STATISTICS

FOR

SEASON OF NAVIGATION, 1912

GRAIN PASSED DOWN WELLAND.

The quantity of barley, corn, oats, pease, rye and wheat passed down the Welland canal, from ports west of Port Colborne for a period of thirty-one years is as follows:—

	Quantity passed down to Montreal.	To Ports in Ontario.	Quantity from U. S. Ports to U. S. Ports.
	Tons.	Tons.	Tons.
1882	180,694		63,881
1883	186,814	10,650	121,876
1884	142,194	12,153	104,537
1885	96,569	11,909	117,346
1886	203,940	9,881	151,55[illegible]
1887	185,034	11,838	134,868
1888	160,358	25,599	169,664
1889	267,769	19,075	213,766
1890	288,513	16,899	245,932
1891	295,509	6,805	202,710
1892	261,954	8,942	201,540
1893	501,806	25,555	222,958
1894	273,651	16,699	203,979
1895	231,491	32,096	133,823
1896	461,049	73,386	160,372
1897	560,254	53,257	157,756
1898	519,532	31,279	144,612
1899	332,746	40,197	68,011
1900	244,661	17,525	84,589
1901	151,566	13,732	83,370
1902	208,215	22,787	81,164
1903	351,936	29,062	111,828
1904	198,246	23,711	102,523
1905	341,431	42,061	129,270
1906	404,935	33,351	176,119
1907	635,573	42,032	163,295
1908	756,141	38,142	135,172
1909	652,742	40,238	129,587
1910	789,661	63,657	115,457
1911	836,924	51,560	121,655
1912	961,855	47,866	117,195

During the last decade the quantity of agricultural products as above, passed down the Welland and St. Lawrence canals to Montreal, has increased from 351,936 tons in 1903 to 961,855 tons in 1912, and the quantity passed down the Welland canal from United States ports to United States, has increased from 111,828 to 117,195 tons the same years.

The quantity of barley, buckwheat, corn, oats, pease, rye and wheat, arrived at Montreal via Grand Trunk and Canadian Pacific Railways for a period of 15 years, is reported as follows :—

Year.	Tons.
1898	293,391
1899	209,170
1900	229,624
1901	227,700
1902	263,861
1903	253,959
1904	154,625
1905	148,377
1906	386,963
1907	383,735
1908	285,262
1909	426,163
1910	.....
1911	241,134
1912	462,444

The quantity of the same articles passed down the whole length of the St. Lawrence canals to Montreal for the same period was :—

Year.	Tons.
1898	575,097
1899	372,291
1900	295,928
1901	203,316
1902	242,225
1903	400,057
1904	220,076
1905	375,630
1906	449,673
1907	684,697
1908	776,374
1909	652,742
1910	789,661
1911	836,924
1912	964,187

Comparative shipments of grain by the St. Lawrence route, and railways, are as follows :—

QUANTITY OF GRAIN TO SEA BOARD BY COMPETING ROUTES.

The quantity of grain and pease passed down the whole length of the St. Lawrence canal to Montreal, is as follows :—

	Tons.
For 1911	836,924
1912	964,187
Showing an increase of	127,263

The quantity of grain and pease carried to Montreal via Canadian Pacific and Grand Trunk Railways is reported as follows :—

For 1911	241,134
1912	462,444
Showing an increase of	221,310

The quantity of grain passed down the Welland canal in Canadian and United States vessels to Kingston and Prescott for fifteen years is as follows :—

In Canadian vessels there were in :

—	Tons.
1898, 166 cargoes, with an aggregate quantity of	224,021
1899, 162 " "	221,306
1900, 325 " "	183,200
1901, 112 " "	132,558
1902, 131 " "	175,514
1903, 170 " "	218,840
1904, 115 " "	174,121
1905, 167 " "	239,418
1906, 205 " "	344,605
1907, 255 " "	427,813
1908, 355 " "	598,941
1909, 308 " "	550,276
1910, 383 " "	679,358
1911, 421 " "	728,223
1912, " "	796,858

In the United States vessels there were in :—

—	Tons.
1898, 339 cargoes, with an aggregate quantity of	464,852
1899, 167 " "	205,571
1900, 259 " "	163,575
1901, 135 " "	123,229
1902, 135 " "	136,652
1903, 219 " "	273,986
1904, 118 " "	150,359
1905, 235 " "	273,344
1906, 178 " "	269,800
1907, 263 " "	413,087
1908, 271 " "	330,514
1909, 174 " "	272,291
1910, 182 " "	295,714
1911, 173 " "	281,916
1912, " "	330,058

One hundred and sixty-two Canadian and 49 American vessels took cargoes of 343,733 tons through to Montreal intact in 1908 ; 87 Canadian and 9 American of 135,582 in 1907 ; 74 Canadian and 10 American of 108,734 tons in 1906 ; 96 Canadian and 18 American of 180,206 in 1905 ; 56 Canadian and 16 American of 116,095 tons in 1904 ; 56 Canadian and 18 American of 99,582 tons in 1903 ; 19 Canadian and 17 American of 34,804 tons in 1902 ; 23 Canadian and 2 American of 17,303 tons in 1901, 15 of 7,924 tons in 1900, 2 of 558 tons in 1899, 7 of 2,426 in 1898, 7 of 2,324 in 1897, 3 of 1,176 in 1896, 4 of 1,344 tons in 1905, 2 cargoes of 810 tons in 1894, none in 1893, 2 in 1892 of 934 tons, and 3 in 1891 of 1,441 tons. Three vessels lightened a portion of their cargoes in 1901, 9 in 1900, 11 in 1899, 25 in 1898, 11 in 1897, 16 in 1896, 6 in 1895, 19 in 1894, 34 in 1893, 25 in 1892, and 44 in 1891 ; 222 vessels discharged the whole of their cargoes at Kingston in 1901, 540 in 1900, 316 in 1899, 473 in 1898, 359 in 1897, 335 in 1896, 169 in 1895, 188 in 1894, 369 in 1893, 220 in 1892, and 293 in 1891.

The quantity of grain transhipped at Port Colborne in 1909 and the four previous years was as follows :

Articles.	1905.	1906.	1907.	1908.	1909.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat	679,840	1,009,474	1,428,300	1,106,244	2,686,963
Corn	104,027	110,629	112,036	.....	.....
Rye	.....	.....	.....	.....	.....
Oats	.....	29,118	30,824	23,945	.....
Barley	.....	2,103	.....	56,544	22,216
Flaxseed	.....	.....	39,040	49,628	8,202

WELLAND CANAL.

The total quantity of freight passed on the Welland canal during the season of 1912 was 2,851,915 tons ; of this quantity 65,228 tons was way or local freight.

There were 2,026,193 tons of freight passed eastward, and 825,722 passed westward.

East and West bound Through Freight.

The total quantity of through freight passed through the whole length of the Welland canal during the season of 1912 was 2,786,687 tons.

Of this quantity 2,008,863 tons were east bound and 777,824 west bound freight.

Of the east bound through freight, Canadian vessels carried 1,415,697 tons and United States vessels carried 593,116 tons; and of the west bound through freight Canadian vessels carried 473,531 tons and United States vessels carried 304,293 tons, or a total of 1,889,228 tons for Canadian and 897,459 tons for American vessels.

ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1912 was 3,477,188 tons ; of this quantity 2,518,307 tons passed eastward and 958,881 passed westward.

East and West bound Through Freight.

The total quantity of through freight was 2,653,223 tons ; of this quantity 2,085,540 tons were east bound and 567,683 tons were west bound.

Way Freight.

Of the total quantity of (way) or local freight 432,767 were east bound and 391,198 tons west bound freight.

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THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKE ERIE, MICHIGAN, ETC.

The total quantity of through freights passed eastward from Lake Erie and westward from Montreal through the Welland and St. Lawrence canals, during fifteen years, was as follows:—

Year.	Eastward to Montreal.	Westward, from Montreal.
	Tons.	Tons.
1898	538,108	4,436
1899	354,933	5,991
1900	288,251	6,217
1901	184,420	13,714
1902	250,475	25,289
1903	390,786	100,699
1904	278,328	71,512
1905	448,704	72,482
1906	554,231	96,791
1907	789,167	1,281
1908	864,926	3,472
1909	925,005	191,510
1910	1,170,139	172,360
1911	1,291,973	233,335
1912	1,559,963	236,979

THROUGH FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

The total quantity of through freight passed eastward and westward through the Welland canal, from United States ports to United States ports, for a period of fifteen years, was as follows:—

Year.	Eastward.	Westward.	Total.
	Tons.	Tons.	Tons.
1898	277,023	210,516	487,539
1899	225,491	135,038	360,529
1900	218,969	99,560	318,529
1901	190,476	83,543	274,019
1902	224,110	44,919	269,029
1903	221,074	149,151	370,225
1904	165,337	87,144	252,481
1905	190,547	112,549	303,096
1906	237,226	84,205	321,431
1907	218,997	177,660	396,657
1908	209,518	239,136	448,654
1909	196,838	248,581	445,419
1910	197,301	288,198	485,499
1911	175,752	309,603	485,355
1912	180,319	235,437	415,756

The total quantity of freight passed through the Welland canal from United States ports to United States ports shows a decrease of 69,599 tons as compared with the previous year; and a decrease of 71,783 tons as compared with 1898.

The following statement shows the aggregate number of vessels and the total quantity of freight passed through the Welland canal, and the quantity passed between United States ports during the year 1867 to 1912, inclusive.

Fiscal Year.	Aggregate Number of Trips.	Total quantity transported on the Welland canal.	Quantity pased from United States ports to United States ports.
	Number.	Tons.	Tons.
1867	5,405	933,260	458,386
1868	6,157	1,161,821	641,711
1869	6,069	1,231,903	688,700
1870	7,356	1,311,956	747,567
1871	7,729	1,478,122	772,756
Season of Navigation.			
1872	6,063	1,333,104	606,627
1873	6,425	1,506,484	656,208
1874	5,814	1,389,173	748,557
1875	4,242	1,038,050	477,809
1876	4,789	1,099,810	488,815
1877	5,129	1,175,398	493,841
1878	4,429	968,758	373,738
1879	3,960	865,664	284,043
1880	4,104	819,934	179,605
1881	3,332	686,506	194,173
1882	3,334	790,643	282,806
1883	3,267	1,005,156	432,611
1884	3,138	837,811	407,079
1885	2,738	784,928	384,509
1886	3,589	980,135	464,478
1887	2,785	777,918	340,501
1888	2,647	878,800	434,753
1889	2,975	1,085,273	563,584
1890	2,882	1,016,165	533,957
1891	2,594	975,013	553,800
1892	2,615	955,554	541,065
1893	2,843	1,294,823	631,667
1894	2,412	1,008,221	592,267
1895	2,222	869,595	469,779
1896	2,766	1,279,987	653,213
1897	2,725	1,274,292	564,694
1898	2,384	1,140,077	487,539
1899	2,202	789,770	360,529
1900	2,399	719,360	318,529
1901	1,547	620,209	274,019
1902	1,568	665,387	269,029
1903	1,787	1,002,919	370,225
1904	1,433	811,371	252,481
1905	1,595	1,092,050	305,096
1906	1,536	1,201,967	321,431
1907	1,982	1,614,132	396,743
1908	2,351	1,703,453	448,654
1909	2,433	2,025,951	445,419
1910	2,544	2,326,290	487,499
1911	2,480	2,537,629	485,355
1912	2,905	2,851,915	415,756

The total quantity of freight passed through the several divisions of the Canadian canal system during the season of 1912, is as follows:

—	Farm Stock.	Forest Produce of Wood.	Manufactures.	Products of Mines.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Sault Ste. Marie	372	54,114	975,303	34,109,074	4,530,792	39,669,655
Welland	678	227,684	625,569	797,072	1,205,912	2,851,915
St. Lawrence	9,375	578,760	464,091	1,305,395	1,119,567	3,477,188
Chambly	338	425,313	11,600	161,458	19,706	618,415
St. Peter's	2,996	11,161	7,583	37,642	15,427	74,809
Murray	37	706	101,511	67,379	448	170,081
Ottawa	2,880	226,600	20,958	136,634	5,278	392,350
Rideau	3,151	28,642	18,814	105,531	3,995	160,133
Trent	361	67,489	3,459	3,327	2,514	77,150
St. Andrew's	.....	14,153	60	81,299	37	95,549

The total quantity of freight moved on the Welland canal was 2,851,915 tons, of which 1,205,912 tons were agricultural products.

On the St. Lawrence canals the total quantity of freight moved was 3,477,188 tons, of which 1,119,567 were agricultural products, and 464,091 tons were manufactures.

On the Ottawa canals the total quantity of freight moved was 392,350 tons; of this quantity 226,600 tons were the produce of the forest.

COMPARATIVE STATEMENT of the Commerce through the United States St. Mary's Falls canals and the Canadian Sault Ste. Marie canal; for the Seasons of 1911 and 1912.

	Traffic for 1912.		Total Traffic for.		Increase.	Decrease.
	United States Canal.	Canadian Canal.	Season of 1912.	Season of 1911.	Amount.	Amount.
Vessels..... No.	14,916	7,856	22,772	18,672	4,100	.....
Lockages..... "	9,888	6,200	16,088	13,293	2,795	.....
Tonnage registered.... .net tons.	30,947,133	25,832,244	56,779,377	41,682,739	15,096,638	.....
" freight..... "	32,824,815	39,669,655	72,494,470	53,475,260	19,019,210	.....
Passengers.... ... .. . No.	29,595	37,549	67,144	79,289	.....	12,145
Coal hard..... net tons.	1,702,543	434,224	2,136,767	2,047,206	89,561	....
" soft..... "	10,289,852	2,511,217	12,801,069	13,228,474	....	427,405
Flour .... brls.	6,263,721	2,388,710	8,652,431	7,272,433	1,379,998	.....
Wheat..... . bush.	56,254,517	117,679,934	173,934,451	97,226,895	76,707,556	.. ..
Grain (excluding wheat). "	32,107,673	37,116,343	69,224,016	37,714,824	31,509,192	.....
Manufactured & pig iron.net tons.	413,658	284,589	698,247	399,821	298,426	.....
Salt..... ... brls.	558,123	90,503	648,626	621,031	27,595	. ...
Copper..... net tons.	109,891	16,963	126,854	132,526	....	5,662
Iron ore..... ..... "	15,169,217	31,141,063	46,310,280	30,737,300	11,572,980	....
Lumber ft. B.M.....	645,025,000	31,982,500	677,007,500	465,930,425	211,077,075	....
Silver ore.... .. ..net tons.	....	....	....	.....	.....	.....
Building stone..... "	2,282	.. ..	2,282	2,100	182	....
Unclassified freight..... "	928,762	700,762	1,629,524	1,631,120	.....	1,596

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The United States canal was open to navigation during the season of—

1889	234 days.	1901	230 days.
1890	228 "	1902	256 "
1891	225 "	1903	249 "
1892	233 "	1904	223 "
1893	219 "	1905	245 "
1894	234 "	1906	249 "
1895	231 "	1907	233 "
1896	232 "	1908	231 "
1897	234 "	1909	236 "
1898	241 "	1910	224 "
1899	231 "	1911	237 "
1900	238 "	1912	237 "

The Canadian canal was open to navigation during the season of—

1895	87 days.	1904	241 days.
1896	218 "	1905	255 "
1897	238 "	1906	253 "
1898	243 "	1907	238 "
1899	239 "	1908	235 "
1900	238 "	1909	240 "
1901	246 "	1910	248 "
1902	264 "	1911	236 "
1903	256 "	1912	240 "

The average number of vessels passing per day through the two canals for the season of 1912 was ninety-six.

A—TABLE showing the total tonnage of the undermentioned articles moved Up and Down

YEAR.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*.....	45,674	313,825	120,599	20,951	.....	904	1,937
1872.....	26,651	239,998	254,902	6,035	7,752	64	2,745
1873.....	30,665	355,847	180,169	8,225	1,194	3	3,777
1874.....	24,019	413,212	181,151	18,871	5,954	513	8,677
1875.....	13,964	253,835	103,749	35,751	3,383	917	6,337
1876	15,778	201,906	144,501	18,455	24,496	1,454	3,198
1877.....	13,558	253,953	169,196	19,870	2,810	2,439	2,355
1878.....	9,121	191,982	185,931	10,979	3,088	.....	2,302
1879.....	10,710	274,570	144,506	4,655	1,239	440	2,444
1880.....	12,679	242,020	163,738	17,772	477	1,016	1,480
1881.....	9,959	127,832	101,075	24,509	.....	1,844	2,086
1882.....	12,261	215,056	54,799	20,126	611	3,226	403
1883.....	13,471	152,794	182,269	10,436	731	1,642	10,983
1884.....	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885.....	13,334	124,206	117,536	15,801	1,116	.....	1,912
1886.....	19,474	154,169	219,442	1,595	4,911	564	14,657
1887.....	23,949	221,927	114,938	9,574	12,050	.....	12,533
1888.....	16,983	160,963	194,886	5,906	26,629	811	13,608
1889.....	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890.....	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891.....	13,517	198,658	185,180	8,113	52,959	65,888	28,042
1892.....	17,046	232,019	192,548	6,433	37,173	9,392	32,815
1893...	15,235	258,392	441,092	18,599	31,283	3,671	36,981
1894.....	33,628	270,993	169,233	28,353	27,962	567	60,673
1895.....	44,044	203,088	164,894	8,689	18,236	1,007	46,463
1896.....	42,425	320,563	320,444	11,368	28,178	9,405	56,591
1897.....	9,065	324,743	390,615	14,173	25,161	8,483	44,674
1898.....	5,578	207,647	437,861	12,286	17,502	16,127	23,182
1899.....	11,625	197,732	204,004	2,907	24,037	923	18,460
1900.....	10,968	137,800	163,509	4,035	41,055	3,538	14,815
1901..	18,978	151,586	67,756	7,119	28,485	2,961	14,024
1902..... .	22,282	225,171	67,647	7,418	11,232	4,079	12,963
1903.....	25,998	259,031	210,758	14,656	7,911	4,904	13,994
1904.....	35,049	165,138	116,444	27,171	16,582	.....	13,184
1905..	38,512	254,458	180,921	55,432	36,072	1,711	9,883
1906.....	18,294	326,798	211,805	31,446	49,306	1,784	10,739
1907.....	22,739	488,565	271,693	13,240	73,369	2,270	22,683
1908.....	23,209	732,131	127,402	31,172	33,423	6,667	21,668
1909.....	38,763	590,196	140,902	23,151	75,135	33	36,221
1910.....	41,152	587,493	229,980	21,575	136,233	.....	18,149
1911.....	57,061	562,282	273,932	15,029	163,333	112	11,360
1912.....	45,807	795,989	121,333	25,241	185,546	714	14,626

* Fiscal. † Apples, meals of all kinds, pease, potatoes.

through the Welland canal, during a period of forty-two years, ended December 31, 1912

	Heavy Goods.						
Total.	Railway Iron.	Other Iron.	Sugar and Salt.	Iron and Salt having paid full tolls on St. Lawrence canals.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
503,860	46,806	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	3,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	43,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,482	.....	5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	652	461	3,242	274,471	53,205	332,729
273,905	78	2,055	597	14,243	248,272	26,728	291,973
414,812	166	6,123	48	12,324	271,356	27,447	317,464
394,971	1,351	5,636	.....	6,715	145,193	13,866	172,761
419,786	93	3,220	316	13,617	223,871	16,872	257,989
542,043	47	2,479	1,254	20,269	268,305	2,435	294,789
519,291	.....	753	1,027	28,047	202,384	8,138	240,349
367,177	127	1,610	2,567	7,953	224,644	3,415	240,316
527,426	163	1,567	878	3,666	211,616	355	218,245
805,253	6	2,075	374	8,139	233,096	.....	243,690
591,409	.....	3,072	159	977	203,608	.....	207,816
486,421	185	6,245	54	2,819	158,866	1,140	169,309
788,974	1,192	6,332	82	3,264	223,445	1,158	235,473
816,914	7,206	17,012	227	590	176,226	.....	201,261
720,183	1,444	11,722	799	734	162,336	13,433	190,468
459,688	567	6,361	1,282	1,318	97,732	26,125	133,385
375,720	.....	8,190	533	4,800	47,392	58,400	119,315
290,909	83	6,094	327	8,773	49,480	99,487	164,244
350,792	64	7,488	.....	15,201	64,014	22,480	109,247
537,252	488	5,407	2,554	45,846	147,884	18,323	220,502
373,568	11,381	9,957	1,093	4,164	113,525	39,683	179,803
576,989	2,651	10,912	226	4,221	172,642	22,381	213,033
650,172	3,747	8,493	100	16,204	147,587	5,862	181,993
894,559	961	4,923	246	18,761	267,212	25,040	317,143
975,672	.....	35,726	429	.....	316,921	18,004	371,080
898,401	.....	87,025	.....	.....	377,681	33,301	498,007
1,034,582	.....	57,581	.....	.....	577,491	34,311	669,383
1,083,109	.....	126,956	35,888	.....	619,682	37,480	820,006
1,189,256	.....	139,991	21,630	.....	709,696	82,376	953,693

B.—TABLE showing the Total Way and Through Tonnage of the undermentioned Articles cleared downward on the Welland canal during a series of forty-two years, ended December 31, 1912.

VEGETABLE FOOD.

Years.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	44,110	310,090	119,541	3,920	.....	680	1,541	479,882
1872	26,648	231,056	254,534	693	7,594	64	2,300	524,889
1873	30,660	345,720	180,042	643	1,188	3	3,557	563,813
1874	24,017	406,157	181,128	377	5,953	.....	3,301	620,933
1875	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,807
1877	13,588	248,894	169,185	10,216	2,810	2,405	1,833	448,931
1878	8,854	188,106	185,931	1,217	3,088	.....	2,100	389,296
1879	10,588	271,545	114,276	803	1,196	.....	2,387	430,795
1880	12,467	240,601	162,891	.....	477	.....	1,418	417,853
1881	9,655	121,393	103,075	252	.....	6	1,371	235,752
1882	12,205	205,876	54,797	537	.....	1,954	225	275,594
1883	13,256	146,741	182,143	975	731	518	10,971	355,335
1884	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885	13,322	114,090	117,536	618	1,116	.....	1,628	248,310
1886	19,418	146,151	218,897	.....	4,891	.....	14,581	403,928
1887	23,940	210,755	114,938	1,711	12,050	.....	12,149	375,543
1888	16,973	150,833	194,886	555	26,629	811	13,358	404,045
1889	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058
1892	17,046	229,569	192,548	6,433	37,173	9,392	32,548	524,709
1893	15,232	257,203	441,092	18,461	31,283	3,671	36,981	803,923
1894	33,628	270,514	169,233	28,353	27,962	.....	60,587	590,277
1895	43,895	202,636	164,894	8,689	18,236	.....	46,435	484,785
1896	42,159	319,388	320,444	11,368	28,178	8,970	54,031	784,538
1897	9,025	322,993	390,615	14,173	25,127	8,483	44,651	815,067
1898	5,578	206,313	437,849	12,286	17,491	16,127	23,170	718,814
1899	11,625	197,732	204,004	2,424	23,541	923	18,440	458,689
1900	10,968	137,800	163,509	3,449	40,256	3,538	14,802	374,322
1901	18,937	151,325	67,756	7,119	28,281	2,961	14,021	290,400
1902	22,282	223,499	67,647	7,418	11,223	4,079	12,912	349,060
1903	25,997	257,370	210,758	14,656	7,911	4,904	13,982	535,578
1904	35,046	164,515	116,444	27,171	16,582	.....	13,157	372,915
1905	38,512	247,599	180,921	55,432	36,072	1,711	9,882	570,129
1906	18,227	326,789	111,243	31,446	49,306	1,411	10,739	549,161
1907	22,689	488,565	271,693	13,240	73,369	2,270	22,683	894,509
1908	23,187	730,751	127,402	31,172	33,423	6,667	21,668	974,270
1909	38,763	590,074	140,902	23,151	75,135	33	30,206	898,264
1910	41,152	587,493	229,980	21,575	136,233	.....	18,149	1,034,582
1911	57,061	562,282	273,932	14,622	163,333	112	11,360	1,082,702
1912	45,807	795,989	121,333	25,241	185,546	714	14,626	1,189,256

*Fiscal. † Apples, meal all kinds, potatoes.

C.—Table showing the Tonnage of the undermentionned Articles passed through the Welland canal in transit between Ports in the United States during a series of forty-two years, ended December 31, 1912.

Years.	Vegetable Food.								Heavy Goods.					
	Flour.	Wheat	Corn.	Barley.	Oats.	Rye.	*Other Articles.	Total.	Railway Iron.	Other Iron.	Sugar and Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	30,681	211,085	91,149	2,942	.....	667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962
1872	10,482	124,695	89,761	1,391	7,400	.....	608	234,337	24,040	13,239	49,843	95,741	59,401	224,264
1873	10,805	127,727	101,329	1,920	1,188	3	392	243,366	4,659	13,826	40,507	170,242	62,942	292,176
1874	8,230	229,053	125,627	.....	5,948	.....	5,368	374,226	5,742	8,941	22,888	203,673	19,651	260,895
1875	1,881	113,832	54,188	2,641	2,946	500	1,920	177,908	14	4,123	12,931	192,767	34,616	244,451
1876	5,187	96,247	58,138	.....	1,905	525	403	162,405	.....	5,531	29,395	167,110	25,808	227,844
1877	3,342	107,396	65,260	1,603	2,314	258	413	180,586	8,976	8,688	8,336	172,868	41,107	239,975
1878	1,316	65,542	60,026	859	277	.....	341	128,361	.....	10,713	3,892	150,583	13,535	178,723
1879	159	53,791	33,401	.....	464	.....	11	87,826	2,405	3,648	6,318	118,573	17,797	148,741
1880	.....	30,611	16,122	1,551	296	.....	.....	48,580	4,743	3,515	371	65,945	18,380	92,954
1881	.....	34,320	30,031	924	.....	.....	10	65,285	1,313	5,570	.....	83,858	6,464	97,205
1882	107	30,227	32,433	537	.....	684	14	64,002	.....	4,076	.....	158,552	14,533	177,161
1883	2,041	54,382	66,128	735	731	.....	8,579	132,496	1,209	6,901	8	196,462	24,891	229,471
1884	1,715	40,956	53,707	.....	9,874	.....	8,170	114,422	698	599	.....	210,790	15,100	227,187
1885	124	53,235	63,229	732	882	.....	1	118,203	.....	1,594	.....	198,416	15,029	215,039
1886	7,591	53,258	94,048	.....	4,790	.....	13,201	172,888	156	5,328	1	189,964	11,364	206,813
1887	11,780	37,678	83,431	1,732	12,050	.....	10,859	157,530	15	4,406	.....	82,780	627	87,828
1888	8,563	39,999	102,974	2	26,510	179	11,598	189,825	63	1,601	56	173,259	2,309	177,288
1889	5,017	39,229	147,045	.....	27,492	.....	17,225	236,208	.....	1,587	896	227,476	1,204	231,163
1890	9,204	31,527	180,842	6,519	27,030	.....	20,497	275,619	.....	504	208	162,231	1,620	164,563
1891	6,802	32,097	127,494	8,113	52,823	.....	26,115	253,444	.....	292	705	186,572	1,773	189,342
1892	11,018	26,950	131,222	6,433	36,935	.....	31,992	244,550	.....	576	2	183,895	.....	184,473
1893	6,588	28,187	198,777	16,751	23,870	864	36,352	311,389	.....	344	.....	206,827	.....	207,171
1894	17,795	53,846	105,329	28,095	27,621	.....	60,462	198,358	.....	297	.....	188,521	.....	188,818
1895	10,169	27,881	100,512	7,904	17,020	.....	46,316	209,802	181	246	.....	149,490	.....	149,917
1896	16,224	34,878	175,094	11,128	16,137	490	46,456	300,407	.....	146	.....	207,348	.....	207,494
1897	7,237	28,919	169,057	14,173	14,969	.....	41,887	276,242	965	15	.....	165,143	.....	166,123
1898	4,212	11,268	150,667	6,909	12,732	1,197	22,671	209,656	770	339	4	156,814	.....	157,927
1899	6,118	12,926	81,777	2,424	19,526	923	18,198	141,892	351	1,646	553	88,931	.....	91,481
1900	7,966	18,771	60,545	2,402	39,706	2,149	14,248	145,787	.....	953	.....	46,024	.....	46,977
1901	17,165	23,557	55,531	7,119	26,344	.....	14,016	143,732	83	80	105	46,702	.....	46,970
1902	13,785	32,639	66,111	7,418	10,006	.....	12,675	142,634	.....	214	.....	12,911	.....	13,125

* Apples, meal of all kinds, peas, potatoes.

C.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland canal in transit between Ports in the United States during a series of forty-two years, ended December 31, 1912—*Concluded.*

YEARS.	VEGETABLE FOOD.								HEAVY GOODS.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	*Other Articles.	Total.	Railway Iron.	Other Iron.	Sugar and Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1903	6,082	15,439	108,917	11,433	6,112	4,174	13,568	165,725	459	.....	.....	113,072	.....	113,535
1904	8,556	14,269	60,964	16,621	16,497	.....	13,079	129,986	.....	.....	.....	63,882	.....	63,882
1905	24,054	15,483	93,622	9,197	10,892	.....	9,682	162,930	.....	1	.....	73,464	.....	73,465
1906	15,215	13,410	135,240	9,266	11,323	.....	10,678	195,132	.....	169	.....	33,523	.....	33,692
1907	18,898	21,892	124,474	2,812	4,741	2	22,001	194,820	.....	30	.....	110,347	4,050	114,420
1908	17,694	24,651	99,830	7,148	2,070	2	21,393	172,788	.....	.....	.....	158,351	1,400	159,751
1909	15,452	17,940	100,967	4,224	.....	.....	22,683	161,266	.....	5	.....	131,131	1,531	132,667
1910	11,859	10,717	126,938	3,840	.....	.....	8,571	161,925	.....	.....	.....	201,893	.....	201,893
1911	2,852	4,950	116,705	.....	.....	.....	7,565	132,072	.....	1,863	26,303	223,942	4,483	256,491
1912	9,878	15,911	91,254	2,160	1,400	.....	12,714	133,317	.....	300	11,078	166,419	4,979	182,776

* Apples, meal all kinds, pease, potatoes.

SESSIONAL PAPER No. 20a

D.—STATEMENT showing the Quantity of Through freight passed Down the Welland canal in Canadian and United States Vessels entering the canal at Port Colborne, during the season of Navigation in 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911 and 1912.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	197	103,802	114	59,022	163	182,497	48	22,319	522	367,640
1901.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		57,641		58,973		31,955		1,241		149,810
Corn		7,350		4,689		55,717				67,756
Barley						7,119				7,119
Oats		944				27,197				28,141
Pease										
Rye		2,961								2,961
Coal		1,960		362		357				2,679
Miscellaneous merchandise		71,300		32,312		12,874		7,469		123,955
Shingles, woodenware, &c.		18								18
Sawed lumber Ft. B.M.		6,533,423		4,060,251		11,089,806		13,092,940		34,776,420
Square timber Cub. ft.		362,441		204,682		9,384		149,531		726,038
Firewood Cords.		165		264						429
Staves No.										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	196	90,791	122	73,958	191	201,339	52	22,097	561	388,185
1902.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		82,954		85,973		52,889				221,816
Corn		148		1,388		66,111				67,647
Barley						7,418				7,418
Oats		1,200		43		9,963				11,206
Pease										
Rye		3,808				271				4,079
Coal		3,977		25,732		13,497		8,332		51,538
Miscellaneous merchandise		33,111		8,723		38,351		1,594		81,779
Shingles, woodenware, &c.		47		28		4				79
Sawed lumber Ft. B.M.		13,218,960		3,256,187		25,437,287		19,540,426		61,452,860
Square timber Cub. ft.		370,718		557,689				115,000		1,043,407
Firewood Cords		56		40						96
Staves No.				14,000						14,000
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	329	151,850	76	45,918	243	252,094	69	27,854	627	477,716
1903.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		149,378		38,473		60,514		6,305		254,670
Corn		21,356		4,682		174,588		10,132		210,758
Barley		2,580		667		11,409				14,656
Oats		306		1,335		6,112				7,753
Pease		63				22				85
Rye						4,904				4,904
Coal		389		12,991		8,133		8,496		30,009
Miscellaneous merchandise		39,563		3,367		41,584		2,000		86,514
Shingles, woodenware, &c.				54						54
Sawed lumber Ft. B.M.		12,841,552		1,625,855		17,871,652		14,733,677		47,072,736
Square timber Cub. ft.		572,000		660,000				84,200		1,316,200
Firewood Cords				210		9				219
Staves No.				641,000						641,000

D.—STATEMENT showing the Quantity of Through Freight passed Down the Welland canal in Canadian and united States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				AMERICAIN VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	329	151,850	76	45,918	243	252,094	69	27,854	627	477,716
1904.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		116,794		33,302		14,269				164,365
Corn		12,768		7,814		95,362				116,444
Barley		2,619		824		23,728				27,171
Oats						16,261				16,261
Pease						3				3
Rye										
Coal		1,925		7,187		17,133		7,668		33,913
Iron ore		34,907				1,925				36,832
Miscellaneous merchandise		29,567				60,548				90,115
Shingles, woodenware, &c										
Sawed lumber.....Ft. B.M.		15,077,382		854,811		32,754,541		9,572,655		58,259,389
Square timber.....Cub. ft.		944,508		744,000				149,000		1,837,508
Firewood.....s ....Cords.						717				717
Staves		634,000								634,000
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	252	182,373	91	48,692	319	286,656	64	29,120	726	546,841
1905.	Tons.		Tons.		Tons.		Tons.		Tons.	
		188,706		18,575		28,757		2,512		238,550
Wheat		6,385		6,636		163,374		4,526		180,921
Csrn		6,870		1,451		47,111				55,432
Barley		8,225		2,570		21,535		3,742		36,072
Oats						76				76
Pease						1,711				1,711
Rye		18,756		35,324		28,330		8,678		91,088
Coal		14,358		8,023						22,381
Iron ore		29,375		7,485		74,975		3,126		114,961
Merchandise				2,748,941		2,325				2,325
Shingles, woodenware, &c		2,867,147				38,290,831		12,479,698		54,589,200
Sawed lumber.....Ft. B.M.		355,000		951,524						538,000
Square timber. .... Cub. ft.				183,000		900				900
Firewood.....Cords.										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	328	238,690	121	66,355	305	310,622	43	15,758	797	631,425
1906.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		250,493		34,355		35,578				320,436
Corn		8,177				202,250		1,378		49,306
Barley		8,546		5,046		17,854				31,446
Oats		21,900		16,083		11,323				49,306
Pease						11				11
Rye				5		1,406				1,411
Coal		30,455		47,242		24,190		9,356		111,243
Iron ore		5,862								5,862
Merchandise		35,383		7,009		110,263		50		152,705
Shingles, woodenware, &c		16		37		851				904
Sawed lumber.....Ft. B.M.		3,471,514		235,624		25,711,196		10,769,755		40,188,089
Square timber.....Cub. ft.		375,000		200,000						575,000
Firewood .... Cords.		110		18		1,093				1,221
Staves.....No.						300,000				300,000

SESSIONAL PAPER No. 20a

D.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				AMERICAIN VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	375	290,509	148	81,070	408	397,616	76	36,921	1,007	806,116
1907.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		294,298		50,808		130,818		4,429		480,303
Corn		6,713		514		259,895		4,571		271,693
Barley		8,726		468		4,046				13,240
Oats		49,689		16,647		7,033				73,369
Pease						25				25
Rye						2,270				2,270
Coal		31,506		57,373		50,183		14,493		143,555
Iron ore		12,040		8,950						20,990
Merchandise		21,545		9,436		5,231		6,235		42,447
Shingles, woodenware, &c						2,222				2,222
Sawed lumber.....Ft. B.M.						14,395,124		11,201,446		25,596,570
Square timber.....Cub. ft.		558,090		323,000						881,090
Firewood .....Cords.						660				660
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	567	432,623	149	64,034	428	319,030	36	19,866	1180	835,553
1908.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		505,151		39,001		183,101		3,498		730,751
Corn		2,405				124,997				127,402
Barley		19,775		1,133		10,264				31,172
Oats		30,091		643		2,689				33,423
Peace						40				40
Rye		742				5,925				6,667
Coal		39,733		42,656		57,448		8,344		148,181
Merchandise		26,815		14,783		14,410		13,686		69,694
Firewood.....Cords.				70		1,173				1,243
Sawed lumber.....Ft. B.M.						17,572,070		6,578,545		24,150,615
Square timber.....Cub. ft.		221,300		313,000						534,300
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	555	486,406	136	71,034	323	324,576	26	17,317	1040	899,333
1909.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		415,208		34,903		133,172				583,283
Corn		6,694				134,208				140,902
Barley		17,943		360		4,848				23,151
Oats		70,392		4,743						75,135
Bease						63				63
Rye		33								33
Coal		160,475		53,681		21,097		630		235,883
Merchandise		52,994		14,782		12,232		16,498		96,506
Sawed lumber						31,643		10,214		41,857
Square timber		3,450		7,840		125		1,475		12,890

D.—STATEMENT showing the Quantity of Through Freight passed Down the Welland canal in Canadian and United States Vessels, &c—*Concluded.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	596	599,416	142	88,963	249	285,704	14	13,563	1,001	987,646
1910.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	481,624		22,200		77,040				580,864	
Corn	15,759				214,221				229,980	
Barley	17,159		576		3,840				21,575	
Oats	135,743				490				136,233	
Pease					123				123	
Rye										
Coal	216,779		114,671		29,646		894		361,990	
Merchandise	39,149		15,231		21,818		20,466		96,664	
Sawed lumber	3,630		800		16,932				21,362	
Square timber	1,930		5,000		800				7,730	
Shingles					525				525	
Unenumerated	74,434		1,772		24,031				100,237	
Total	986,207		160,250		389,466		21,360		1,557,283	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	640	670,037	122	83,755	270	304,171	48	42,830	1080	1,100,793
1911.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	483,984		24,826		49,330				558,140	
Corn	29,978		11,368		232,586				273,932	
Barley	14,382		240						14,622	
Oats	162,455		878						163,333	
Pease										
Rye	112								112	
Coal	230,809		79,311		40,109		22,489		372,718	
Merchandise	45,838		19,325		45,881		34,449		145,493	
Sawed lumber	300				25,361		9,020		34,681	
Square timber	3,260		4,500		2,277				10,037	
Shingles					60				60	
Unenumerated	95,017				14,386				109,403	
Total	1,066,135		140,448		409,990		65,958		1,682,513	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Ton nage
	774	790,044	152	95,202	450	427,226	52	33,102	1428	1,345,574
1912.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	603,854		78,794		111,284				793,932	
Corn	536		2,181		118,616				121,333	
Barley	22,022		353		2,866				25,241	
Oats	170,446		3,269		11,831				185,546	
Pease					150				150	
Rye					714				714	
Coal	331,536		44,212		154,653		3,800		534,201	
Merchandise	48,659		17,602		47,836		32,340		146,437	
Sawed lumber					22,689		15,361		38,050	
Square timber	9,000		8,660		1,409				19,069	
Shingles					250				250	
Unenumerated	73,387		1,186		69,367				143,940	
Total	1,259,440		156,257		541,665		51,501		2,008,863	

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WELLAND CANAL THROUGH FREIGHT—RECAPITULATION.

Welland Canal—West Bound Freight.

The total quantity of Through Freight passed Up the Welland canal in Canadian and United States Vessels during the Season of Navigation in 1912, is as follows :—

Summary.	Tons.	Tons.
In Canadian steam vessels	473,531	
" sail vessels		
Total quantity in Canadian vessels		473,531
In United States steam vessels	302,043	
" sail vessels	2,250	
Total in United States vessels		304,293
Grand total freight passed Up the Welland canal in Canadian and United States vessels		777,824

Statement of the Quantity of Through Freight passed Up and Down the Welland canal during the Season of Navigation in 1912.

Summary.	Tons.	Tons.
In Canadian steam vessels up	473,531	
" " down	1,259,440	
Total in Canadian steam vessels		1,732,971
In Canadian sail vessels up		
" " down	156,257	
Total in Canadian sail vessels		156,257
Total quantity in Canadian vessels		1,889,228
In United States steam vessels up	302,043	
" " down	541,665	
Total in United States steam vessels		843,708
In United States sail vessels up	2,250	
" " down	51,501	
Total in United States sail vessels		53,751
Total quantity in United States vessels		897,459
Total in Canadian and United States vessels		2,786,687
	Down or East Bound.	Up or West Bound.
In Canadian vessels	1,415,697	473,531
In United States vessels	593,166	304,293
Total	2,008,863	777,824

F.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence canals, to Montreal, during the Seasons of Navigation 1900 to 1912.

Articles.	1900.	1901.	1902.	1903.	1904.	1905.	1806.	1907.	1908.	1909.	1910.	1911.	1912.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Cement and water lime	.....	.....	.....	.....	35	.....	.....	.....	.....	5,652	484	.....	.....
Clay, lime and sand	15	.....	.....	.....	.....	22	.....	.....	.....	.....	.....	.....	.....
Iron, railway	.....	.....	50	.....	8,170	10	.....	.....	.....	.....	.....	.....	.....
" pig	508	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,901	.....
" all other	4,292	1,178	5,785	2,542	1,651	384	269	124	553	12,689	7,154	34,540	28,996
Steel	5,420	.....	.....	.....	16	48	.....	.....	.....	.....	.....	.....	.....
Stone, for cutting	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Apples	.....	.....	.....	.....	1	.....	.....	9,936	.....	.....	.....	.....	.....
Barley	1,288	.....	.....	2,206	9,697	43,607	21,196	105,984	24,318	19,143	20,000	14,853	20,572
Corn	109,359	14,319	1,719	123,864	55,021	84,204	55,559	.....	10,454	17,137	77,612	134,239	7,345
Flaxseed	.....	4,065	.....	3,643	212	15,694	80,570	49,159	27,560	19,634	6,607	11,696	15,413
Flour	1,595	1,400	6,755	16,151	24,662	14,571	9,174	3,730	5,028	21,905	27,081	44,588	38,026
Meal, all kinds	.....	35	.....	348	57	270	60	.....	156	.....	10,323	3,967	.....
Oats	8,925	1,584	1,412	2,438	.....	21,404	37,164	66,941	28,081	65,624	129,900	147,180	164,581
Oil cake	.....	1,083	.....	462	7,846	9,229	.....	.....	.....	.....	.....	.....	.....
Pease	115	.....	.....	63	.....	.....	.....	.....	.....	30	.....	20	10
Rye	3,078	2,561	4,079	4,260	.....	1,711	1,405	2,266	6,662	120	.....	.....	714
Salt	.....	50	.....	132	615	168	75	143	419	.....	.....	.....	931
Seed, all kinds	.....	.....	.....	.....	.....	.....	.....	20	.....	.....	.....	.....	.....
Hay, pressed	.....	246	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tobacco, raw	.....	23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wheat	121,896	132,702	200,975	226,746	133,528	190,505	289,611	450,446	686,626	550,775	562,149	541,174	768,633
All other agricultural products, vegetables	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,876	.....	.....	.....
Hides, skins, horns and hoofs	.....	.....	.....	.....	10	.....	2	.....	.....	.....	.....	.....	.....
Horses	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lard and lard oil	.....	1,155	.....	.....	.....	2,847	4,810	.....	.....	.....	.....	.....	.....
Meats, all kinds	.....	114	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41
Pork	.....	34	.....	.....	.....	.....	.....	.....	524	.....	.....	.....	.....
Tallow	.....	.....	.....	3	.....	53	.....	.....	.....	.....	.....	.....	.....
All other agricultural products, animal	.....	.....	.....	.....	1	.....	.....	.....	.....	366	.....	.....	.....
Total, class 3	256,491	161,849	220,805	382,858	241,522	384,727	499,895	688,749	790,321	718,951	841,310	934,158	1,045,262

Class 4.													
Agricultural implements		1,785	13	58	17								
Ashes	25	3		2	16								
Bricks									1,548				
Crockery						93							
Furniture	1	5		3	6		6				2		
Glass, all kinds	6	1		15	3	21	11	4					
Molasses			54	240		820							
Nails				19		64			3				
Oil	15,647	14,987	12,091	14,619	12,848	20,700	19,995	22,111	30,002	31,149	26,932	45,930	52,871
Paint		17		5									
Pitch and tar						53		101					
Rags				4									
Resin				20									
Soda ash		4				72	72	15					
Sugar		112				2,019				173	345	1,177	3,475
Tin					87	53							
Tobacco						204							
White lead	16												
Whisky, beer and other spirits	11	32		2	766	635	614	1,224	1,056	525	959	581	1,739
Merchandise not enumerated	92	2,420	419	582	713	851	466	2,294	2,126	10,418	9,224	11,254	13,601
Total, class 4	15,798	19,366	12,577	15,569	14,456	25,572	21,164	25,749	34,730	42,265	37,462	58,942	71,686
Class 5.													
Barrels, empty	182	66	15										
Hoops													
Sawed lumber	15,760	2,635	1,085			3,957	100					300	
Staves, pipe and barrel					391		2,400						
" West India and pipe													
Timber, square, in vessels					1,544	1,260	1,500	4,180					
" in rafts										900	1,800	1,360	5,560
Woodenware			17										
Total, class 5	15,942	3,205	1,117		1,938	5,217	1,000	1,180		900	1,800	1,660	5,560
Special class.													
Coal						29,351	29,172	70,489	42,075	175,115	289,567	298,873	424,988
Iron ore			15,976		17,362	3,837				1,824			12,467
Stones, all kinds									1,272				
Totals, special class			15,976		17,362	33,188	29,172	70,489	43,367	176,939	289,567	298,873	437,455
Grand total	28,231	184,420	250,475	398,427	275,278	448,704	554,231	789,167	869,398	939,055	1,170,139	1,293,633	1,559,963

G.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through tne whole length of the St. Lawrence and Welland canals to Lake Erie, during the Seasons of Navigation in 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1909, 1910, 1911 and 1912.

Articles.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1909.	1910.	1911.	1912.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.												
Bricks	49	196	22	80	115	132	.....	556	.....	.....	.....	.....
Brimstone	.....	5	20	23	12	.....	.....	.....	.....	.....	.....	.....
Cement and water lime	1,931	2,916	178	3,924	39	181	88	13	400	17,565	8,625	46,074
Clay, lime and sand	4	2	1	181	.....	.....	.....	100	.....	.....	.....	.....
Cotton, raw	.....	.....	.....	23	.....	.....	.....	.....	.....	.....	.....	.....
Fish	8	8	.....	8	4	.....	.....	39	.....	.....	.....	.....
Gypsum	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron, railway	74	748	11,735	39,641	283	126	7,289	4,119	.....	.....	.....	.....
" pig	3	.....	558	273	.....	312	680	7,655	7,231	2,060	2,300	2,598
" all other	1,428	4,950	2,904	5,845	3,782	3,633	8,235	6,987	.....	540	.....	.....
Salt	48	75	4	87	99	150	17	.....	.....	.....	.....	.....
Steel	.....	3	11	332	58	192	111	2,561	35,153	.....	22,352	66,544
Stone for cutting	.....	.....	.....	.....	41	.....	.....	.....	.....	.....	.....	.....
Flour	.....	16	.....	.....	.....	18	.....	.....	.....	.....	.....	.....
Hay	.....	.....	.....	.....	.....	.....	.....	30	255	.....	.....	.....
Meals	.....	.....	.....	17	25	.....	.....	.....	.....	1,113	.....	.....
Oats	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Potatoes	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seeds, all kinds	218	302	58	325	164	35	17	.....	.....	.....	.....	.....
Tobacco, raw	.....	.....	1	2	.....	.....	.....	.....	.....	.....	.....	.....
Agricultural products, not enumerated, vegetable	.....	1	1	.....	.....	127	.....	.....	.....	.....	.....	.....
Hides and skins	.....	.....	16	6	.....	.....	.....	.....	.....	.....	.....	.....
Horses	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lard and lard oil	.....	.....	11	.....	.....	28	20	1	.....	.....	.....	.....
Meats, other than pork	.....	.....	.....	1	25	.....	.....	15	.....	.....	.....	.....
Pork	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wool	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	150	150
All other articles not enumerated	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, class 3	3,764	9,222	15,520	50,768	4,647	4,934	16,457	22 076	43,039	21,278	34,427	109,366

Class 4.												
Agricultural implements							5					
Ashes, pot and pearl				2								
Crockery and earthenware	5			32	291	155	294	456				
Dye woods, &c					2			2				
Furniture	1			1	5	2	1	35		90		
Glass, all kinds	456	612	1,384	1,207	1,671	1,641	2,519	3,034				
Manilla					24	93	37	15				
Marble							35					
Molasses		1		6		1		60				
Nails	80	675	1,292	2,878	1,009	3,061	4,011	3,331				
Oil, in barrels	74	83	14	16	1,418	120	148	155	1	80	667	15
Paint	12	69	97	158	202	367	412	295				
Pitch and tar	21	27	27	58	198	5	239					
Rags			1	29		15		50				
Resin				1				25				
Soda ash	63	169	201	264	387	28	310	37				
Stone, wrought						1		5				
Sugar	430	810	1,314	204	52	1,168	1,153	6,046	40	3,024		1,275
Tin	117	338	506	209	362	928	1,365	1,173				
Turpentine		1	2	1				1				
White lead	4	11	37	80	82	80	304	283				
Whiting	39	49	61	22	33	158	93	18				
Whisky, beer, &c	295	131	182	452	432	384	483	1,040	220	1,187	163	867
Merchandise not enumerated	744	1,516	1,049	3,674	6,200	15,360	11,707	16,498	21,359	15,129	12,090	12,352
Total, class 4	2,447	4,492	6,169	9,294	13,379	23,566	23,116	33,049	21,620	19,510	12,920	14,509
Class 5.												
Barrels, empty							54,906					
Firewood in vessels			3,600	40,026	40,425	43,982	2,307	2,337				
Pulpwood								101,989	122,867	121,572	182,682	113,104
Lumber, sawn, in vessels									3,984		3,306	
Railway ties in vessels				611								
Woodenware	1						5					
Total, class 5			3,600	40,637	40,425	43,982	57,218	104,326	126,851	121,572	185,988	113,104
Special Class.												
Coal					10,200							
Iron ore					2,861							
Total, special class					13,961							
Grand total	6,211	13,714	25,289	100,699	71,512	72,482	96,791	159,451	191,510	172,360	233,335	236,979

H.—STATEMENT showing the Quantity of Freight passed Eastward and Westward through the Welland canal, from United States Ports to United States Ports, during the Seasons of Navigation from 1900 to 1912, inclusive.

Articles.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.
Class 3.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bricks													
Cement and water lime	18										2,000		
Fish								20				91	
Iron, railway													
" all other	714		30			1	27	30				1,863	300
Salt		105											
Steel	3,110						2	509	9,086				
Stone for cutting													
Apples													
Barley	2,402	7,119	7,418	11,433	16,621	9,197	9,266	2,812	7,148	4,224	3,840		2,160
Corn	60,545	55,531	66,111	108,917	60,964	93,622	135,240	124,474	99,830	100,967	126,938	116,705	91,254
Flour	7,966	17,168	13,785	6,082	8,556	24,054	15,215	18,898	17,694		11,859	2,852	9,878
Hay, pressed						200							
Meal, all kinds	14,244	14,016	12,675	13,546	13,076	9,606	10,668	21,976	21,353		8,621	7,565	12,569
Marble						87							
Nails						1							
Oil cake	2,705	1,302	110	740	16,497	228		114					
Oats	39,706	26,344	10,006	6,112	3	10,892	11,323	4,741	2,070				1,400
Pease	4			22		76	11	25	40	63	123		150
Potatoes													
Rye	2,149			4,174				2	2				
Flax seed				1,591			756			15,452			
Seeds, all kinds			10	27		13	3	17					
Tobacco		23											
Wheat	18,771	23,557	32,639	15,436	14,269	15,483	13,410	21,802	24,651	17,910	10,717	4,950	15,911
Agricultneal products, vegetable	6	10		1			1	7		22,620		19	37
Hides and skins, &c									21	315	233		
Horses	4			2									
Lard and lard oil, &c	1,588	1,680	2,413				22	86					
Meats, other than pork													
Pork	117	970	632	152	379	273	268	429					
Sheep									190				
Tallow	631	119											
Wool		3	752	482	134	21	89	30		157	233	9	
Total, class 3	154,680	147,947	146,581	168,720	130,301	163,301	196,301	196,061	182,085	161,738	164,564	134,054	133,659

Class 4.													
Agricultural implements			399		396	552	494		2	254			
Crockery and earthenware								5					
Furniture		3	17				1					2	
Marble		4											
Molasses	57												
Nails								3					
Oil, in barrel	17	22	1,594	2,000	1			8	15	8	45	2	
Paint	36				17	42	1	1	1				
Rags				4		4							
Soda ash													
Stone, wrought													
Sugar	154	448	280		53	53	840	26,075		1,196		26,303	11,078
White lead						7		4					
Whiting								21					
Whisky, beer and all other spirits	1	1		3				30			122	230	137
Merchandies	7,889	3,327	1,928	2,010	1,554	2,008	2,324	41,621	1,857	5,866	67,860	64,059	67,481
	8,164	3,805	4,218	4,017	2,021	2,666	3,660	67,768	1,857	7,316	67,890	90,639	78,698
Class 5.													
Empty barrels													
Firewood, in vessels													
Lumber, sawn, in vessels	5	282				3	2	1					
Masts and spars, in vessels			4		717	2,700	3,609	1,980	3,509		1,531	2,046	2,394
Hop poles	55,128	38,085	72,806	48,337	30,194	15,726	27,701	14,314	21,571	24,327	11,738	30,191	26,614
Railway ties, in vessels													
Shingles					154								
Split posts					652	2,248		2,151	478				
Staves, salt barrels						62	53	70					
Timber, square, in vessels						12					25		
Woodenware, &c							1,500						
										125			723
Total, class 5										2,932	1,583		2,270
	55,133	38,367	72,810	48,327	31,717	20,751	32,865	18,516	25,558	27,384	14,877	32,237	32,001
Special class.													
Coal													
Sand													
Kryolite	992	357	501		1,100	3,346	4,400	110,347		400	201,893	223,942	166,419
Iron ore													
								2,734					
Total, special class								1,316			1,552	4,483	4,979
Grand total	992	357	501		1,100	3,346	4,400	114,397		400	203,445	228,425	171,398
	218,960	190,476	224,110	221,074	165,337	190,547	237,226	396,743	209,518	193,838	450,776	485,355	415,756

L.—STATEMENT of the quantity of Grain Transhipped to the following Ports for the season of 1912.

Ports.	Wheat.	Oats.	Barley.	Corn.	Other grain.	Total.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Tons.
Kingston.....	7,401,867	4,012,177	560,542	145,143	334	12,120,063	307,790
Prescott.....	14,000	....	....	....	.....	14,000	420
Ogdensburg....	....	....	....	49,000	....	49,000	1,372
Total bushels	7,415,867	4,012,177	560,542	194,143	334	12,183,063	.....
Total tons...	222,476	68,307	13,453	5,436	10	.....	309,582

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M.—The quantity of Coal passed through the Welland canal during a series of years from 1885 to 1912 inclusive, as follows:—

Years.	From Canadian Ports to Canadian Ports.		From United States Ports to United States Ports.		From United States Ports to Canadian Ports.		Total.
	Up.	Down.	Up.	Down.	Up.	Down.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1885			193,442	4,974	10,321	31,350	240,087
1886			184,564	5,400	22,187	49,724	261,875
1887			81,617	1,163	26,775	25,968	135,523
1888			172,381	878	17,365	27,183	217,807
1889			226,352	1,124	12,036	25,931	265,443
1890	80		116,616	615	17,280	22,781	202,372
1891			185,190	1,382	17,374	20,698	224,644
1892			183,244	651	12,391	15,330	211,616
1893			204,704	2,123	8,325	17,944	233,096
1894			187,794	727	1,269	13,947	203,737
1895	4		148,887	603	1,565	7,807	158,866
1896	20	210	206,093	1,255	4,127	11,740	223,445
1897		4	165,143		1,277	9,799	176,223
1898			156,055	759	986	4,536	162,336
1899			86,638	2,293	525	8,276	97,732
1900	8		45,032	992		1,360	47,392
1901			46,345	357	456	2,322	49,480
1902			12,410	501	65	51,037	64,013
1903	3		113,076		4,796	30,009	147,884
1904	2,919		62,782	1,100	3,711	32,813	103,325
1905			70,118	3,346	11,436	37,742	172,642
1906	60		29,123	4,400	7,161	106,843	147,587
1907	2,857		110,347		10,453	143,555	267,212
1908	4,401		158,351		5,988	148,181	316,921
1909			130,731	400	11,067	235,483	377,681
1910	2,045		197,482	4,411	15,974	357,579	577,491
1911	731		221,752	2,160	24,451	370,558	619,682
1912			163,461	2,958	12,034	531,243	709,696

N.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence canals during the season of 1885 to 1912, inclusive.

Years.	Quantity passed up.	Quantity passed down to Montreal.	Total Quantity passed up and down.
	Tons.	Tons.	Tons.
1885	5,035	122,829	127,864
1886	3,301	118,802	122,103
1887	7,579	121,618	129,197
1888	8,341	123,050	131,391
1889	5,360	124,290	129,650
1890	6,538	135,168	141,706
1891	7,951	141,701	149,652
1892	7,543	157,134	164,677
1893	2,285	147,139	149,424
1894	16,213	169,552	185,765
1895	....	165,151	165,151
1896	689	161,551	162,240
1897	40	164,963	165,003
1898	400	175,609	176,009
1899	448	201,546	201,994
1900	10	280,169	280,179
1901	2,765	298,245	301,010
1902	9,231	95,702	104,933
1903	30	290,548	290,578
1904	9,670	320,973	330,643
1905	8,518	345,589	354,107
1906	6,989	313,080	320,069
1907	1,281	406,978	408,259
1908	23,939	448,140	472,079
1909	13,543	469,695	483,238
1910	7,351	746,926	754,277
1911	6,230	756,474	762,704
1912	9,300	903,237	912,537

SESSIONAL PAPER No. 20a

O.—STATEMENT showing the quantity of Through Freight passed down the Welland canal, &c.

RECAPITULATION.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1901.	Tons.	Tons.	Tons.
Barley			
Corn	14,319	4,828	49,609
Oats	1,584	853	25,704
Pease			
Rye	2,961		
Wheat	132,702	8,051	9,057
Total, grain	†151,566	13,732	83,370
Other articles	32,854	128,614	91,799
Total	184,420	142,346	175,169
1902.			
Barley			7,418
Corn	1,719	10,335	55,583
Oats	1,412		9,764
Pease			
Rye	4,079		
Wheat	200,075	12,452	8,389
Total, grain	‡208,215	22,787	81,165
Other articles	42,260	32,946	179,914
Total	250,475	55,733	261,078
1903.			
Barley	2,206	1,017	11,433
Corn	116,223	13,846	80,689
Oats	2,438		5,315
Pease	63		22
Rye	4,200		644
Wheat	226,746	14,199	13,725
Total, grain	§351,936	29,062	111,828
Other articles	38,850	82,298	101,621
Total	390,786	111,360	213,449
1904.			
Barley	9,697	853	16,621
Corn	55,021	3,950	57,473
Oats			16,497
Pease			3
Rye			
Wheat	*133,528	18,908	11,929
Total, grain	198,246	23,711	102,523
Other articles	77,031	80,092	138,475
Total	375,277	103,803	240,998

O.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal, &c.—*Continued.*

RECAPITULATION—*Concluded.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1905.	Tons.	Tons.	Tons.
Barley	43,607	2,628	9,197
Corn	84,204	3,095	93,622
Oats	21,404	3,776	16,892
Pease	.....	.....	76
Rye	1,711	.....	.....
Wheat	190,505	32,562	15,483
Total grain	**341,431	42,061	129,270
Other articles	107,273	123,225	104,747
Total	448,704	165,286	234,017
1906.			
Barley	21,196	984	9,266
Corn	55,559	15,688	140,558
Oats	37,164	819	11,323
Pease	.....	11	.....
Rye	1,405	6	.....
Wheat	***289,611	15,843	14,972
Total grain	404,935	33,351	176,119
Other articles	118,224	176,277	59,884
Total	523,159	209,628	236,003
1907.			
Barley	9,936	492	2,812
Corn	106,299	31,901	133,493
Oats	67,063	1,565	4,741
Pease	.....	.....	25
Rye	2,266	2	2
Wheat	*450,009	8,072	22,222
Total grain	635,573	42,032	163,295
Other articles	153,594	126,423	93,127
Total	789,167	168,455	256,422
1908.			
Barley	24,318	3,546	3,308
Corn	10,454	11,489	105,459
Oats	28,081	3,272	2,070
Pease	.....	.....	40
Rye	6,662	3	2
Wheat	†686,626	19,832	24,293
Total grain	756,141	38,142	135,1772
Other articles	108,785	162,378	91,875
Total	864,926	200,520	227,047

O.—STATEMENT showing Quantity of Through Freight passed down the Welland canal, &c.—*Concluded*

RECAPITULATION—*Concluded.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1909.	Tons.	Tons.	Tons.
Barley	19,143		4,008
Corn	17,137	22,798	100,967
Oats	65,624	2,872	6,639
Pease	30		33
Rye	33		
Wheat	550,775	14,568	17,940
Total grain	652,742	40,238	129,587
Other articles	272,263	113,970	126,223
Total	925,005	154,208	255,810
1910.			
Barley	20,600		1,575
Corn	77,612	49,326	103,042
Oats	129,900	6,333	
Pease			123
Rye			
Wheat	562,149	7,998	10,717
Total grain	789,661	63,657	115,457
Other articles	380,500	152,325	55,683
Total	1,170,161	215,982	171,140
1911.			
Barley	14,331	291	
Corn	134,239	22,988	116,705
Oats	147,180	16,153	
Pease			
Rye		112	
Wheat	541,174	12,016	4,950
Total grain	836,924	51,560	121,655
Other articles	500,881	115,721	55,790
Total	1,337,805	167,281	177,445
1912.			
Barley	20,572	218	4,451
Corn	7,345	1,372	112,616
Oats	164,581	20,965	
Pease	10	12	128
Rye	714		
Wheat	768,633	25,299	
Total grain	961,855	47,866	117,195
Other articles	598,108	214,395	69,444
Total	1,559,963	262,261	186,639

TABLE 1.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation 1911 and 1912.

	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
1911.													
Sault Ste. Marie	644,899	1,585,279	22,157	915,601	2,236,880	23,269,870	2,070,307	206,716	4,974,243	25,977,466	30,951,709	3,177,581	27,774,128
Welland	318,764	827,392	190,101	693	309,603	175,752	24,451	690,873	842,919	1,694,710	2,537,629	1,296,480	1,241,149
St. Lawrence	629,642	1,086,547	328,732	38,085	194	12	392	1,022,104	958,960	2,146,748	3,105,708	2,063,861	1,041,847
Chambly	399,728	12,647	31,465					155,989	431,193	168,636	599,829	443,846	155,983
St. Peters	29,177	46,121							29,177	46,121	75,298	75,298	
Murray	152,964	6,798	15					3,680	152,979	10,478	163,457	159,409	4,048
Ottawa	53,453	221,029		41,340			4,249		57,702	262,369	320,071	312,269	7,802
Rideau	77,378	84,931						10,018	77,378	94,849	172,227	159,738	12,489
Trent	23,908	33,382							23,908	33,382	57,290	57,290	
St. Andrews	40,603	6,532							40,603	6,532	47,135	47,135	
Grand total	2,370,516	3,910,558	572,470	995,719	2,546,677	23,445,634	2,099,399	2,089,380	7,598,062	30,441,291	38,030,353	7,792,907	30,237,446
1912.													
Sault Ste. Marie	770,976	2,162,521	16,883	857,777	1,807,181	32,253,916	1,326,457	473,944	3,921,497	35,748,158	38,669,655	4,090,362	35,579,293
Welland	440,946	975,826	137,305	3,699	235,437	180,319	12,034	866,349	825,722	2,026,193	2,851,915	1,553,116	1,298,799
St. Lawrence	678,046	1,371,077	280,438	48,306	201	500	196	1,098,424	958,881	2,518,307	3,477,188	2,340,143	1,137,045
Chambly	5,939	9,378	432,324					170,774	438,263	180,152	618,415	447,702	170,713
St. Peters	33,575	40,934						300	33,575	41,234	74,809	74,509	300
Murray	162,155	5,429	300				866	1,331	163,321	6,760	170,081	167,520	2,561
Ottawa	53,092	283,637		51,886			3,735		56,827	335,523	392,350	383,515	8,835
Rideau	78,570	68,986		170				12,407	78,570	82,563	160,133	146,963	13,170
Trent	29,101	48,049							29,101	48,049	77,150	77,150	
St. Andrews	88,044	7,505							88,044	7,505	95,549	95,549	
Grand total	2,340,444	4,973,342	867,250	961,838	2,042,819	32,434,735	1,343,288	2,623,529	6,593,801	40,993,444	47,587,245	9,376,529	38,210,716

TABLE 2.—STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through the several Canals during the season of Navigation in 1912.

VESSELS.	TOTAL NUMBER OF TRIPS.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNTIED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		TOTAL TONS.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
CANADAIN VESSELS. *Steam and Sail.*												
Sault Ste. Marie	2,643	1,360,637	1,334,448	178,172	17,625	1,008		170,567	233,772	1,740,384	1,585,845	3,296,229
Welland	1,946	660,299	622,509	240,100	1,222	6,717	1,053	5,599	277,466	912,715	902,250	1,814,965
St. Lawrence	9,201	1,600,803	1,484,099	162,802		10		604	248,184	1,764,219	1,732,283	3,496,502
Chambly	486	17,515	18,053	5,353					4,629	22,868	22,682	45,550
St. Peters	1,205	44,813	43,546						160	44,813	43,706	88,519
Murray	1,010	229,437	115,434	24,821		2,172		3,696	10,739	260,129	126,173	386,302
Ottawa	2,662	235,730	242,613		2,139			269		235,999	244,752	480,751
Rideau	2,960	96,732	99,111	6,156	190				6,500	102,888	105,801	208,689
Trent	3,998	106,952	101,903							106,952	101,903	208,855
St. Andrews	1,260	104,385	206,588							104,385	106,588	210,973
Total Canadian	27,371	4,457,303	4,168,304	617,407	21,176	9,907	1,053	180,735	781,450	5,265,352	4,971,983	10,237,335
UNITED STATES VESSELS.												
Sault Ste. Marie	5,213	10,104	902	114,132	427,591	5,486,876	15,812,674	601,928	81,808	6,213,040	16,322,975	22,536,015
Welland	959	1,278	1,323	126,462	1,882	268,637	196,210	4,691	264,052	401,068	463,467	864,535
St. Lawrence	1,805	24,815	10,649	351,208	20,389	22,824	2,937	61	413,450	398,908	447,425	846,333
Chambly	3,319	97	1,352	170,749					172,237	170,846	173,589	344,435
St. Peters	8	304	210		56			56		360	266	626
Murray	75	419	152	875	234	197	90	477	317	1,968	793	2,761
Ottawa	397	12,786	536		20,178			7,098		19,884	20,714	40,598
Rideau	9	493	394							493	394	887
Trent												
St. Andrews												
Total United States	11,785	50,296	15,518	763,426	470,330	5,778,534	16,011,911	614,311	931,864	7,206,567	17,429,623	24,636,190
Grand Total Canadian and United States	39,156	4,507,599	4,183,822	1,380,833	491,506	5,788,441	16,012,964	795,046	1,731,314	12,471,919	22,401,606	34,873,525

TABLE 3.—STATEMENT showing the Number, Tonnage and Nationality of Vessels

VESSELS.	Total Number	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.	
		Up.	Down.	Up.	Down.
SAULTE STE. MARIE CANAL.					
Canadian vessels, steam	2,492	1,343,837	1,321,483	178,172	17,127
" " sail	151	16,800	12,965		498
Total Canadian	2,643	1,360,637	1,334,448	178,172	17,625
United States vessels, steam	5,190	9,108	196	114,132	425,059
" " sail	23	996	706		2,532
Total United States	5,213	10,104	902	114,132	427,591
Grand Total, Sault Ste. Marie canal	7,856	1,370,741	1,335,350	292,304	445,216
WELLAND CANAL.					
Canadian vessels, steam	1,613	596,464	556,626	208,828	1,222
" " sail	333	63,835	65,883	31,272	
Total Canadian	1,946	660,299	622,509	240,100	1,222
United States vessels, steam	867	1,278	1,323	108,019	1,294
" " " sail	92			18,443	588
Total United States	959	1,278	1,323	126,462	1,882
Grand Total, Welland canal	2,905	661,577	623,832	366,562	3,104
ST. LAWRENCE CANALS.					
Canadian vessels, steam	4,382	952,126	854,302	150,621	
" " sail	4,819	648,677	629,797	12,181	
Total Canadian	9,201	1,600,803	1,484,099	162,802	
United States vessels, steam	1,164	3,244	3,146	332,353	63
" " " sail	641	21,571	7,503	18,855	20,326
Total United States	1,805	24,815	10,649	351,208	20,389
Grand Total, St. Lawrence canals	11,006	1,625,618	1,494,748	514,010	20,389
CHAMBLY CANAL.					
Canadian vessels, steam	279	13,945	14,154	142	
" " sail	207	3,570	3,899	5,211	
Total Canadian	486	17,515	18,053	5,353	
United States vessels, steam	1	97			
" " sail	3,318		1,352	170,749	
Total United States	3,319	97	1,352	170,749	
Grand total, Chambly canal	3,705	17,612	19,405	176,102	
ST. PETERS CANAL.					
Canadian vessels, steam	353	19,725	16,775		
" " sail	852	25,088	26,771		
Total Canadian	1,205	44,813	43,546		

passed through the several canals, during the Season of Navigation in 1912.

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
Up.	Down.	Up.	Down.	Up.	Down.	
1,008	....	170,118	232,887	1,693,135	1,571,497	3,264,632
.....	.....	449	885	17,249	14,348	31,597
1,008	....	170,567	233,772	1,710,384	1,585,845	3,296,229
5,486,165	15,809,670	596,682	81,608	6,206,087	16,316,533	22,522,620
711	3,004	5,246	200	6,953	6,442	13,395
5,486,876	15,812,674	601,928	81,808	6,213,040	16,322,975	22,536,015
5,487,884	15,812,674	772,495	315,580	7,923,424	17,908,820	25,832,244
6,335	1,053	5,599	242,162	817,226	801,063	1,618,289
382	... .	....	35,304	95,489	101,187	196,676
6,717	1,053	5,599	277,466	912,715	902,250	1,814,965
263,106	187,767	3,515	238,290	375,918	428,674	804,592
5,531	8,443	1,176	25,762	25,150	34,793	59,943
268,637	196,210	4,691	264,052	401,068	463,467	864,535
275,354	197,263	10,290	541,518	1,313,783	1,365,717	2,679,500
10	....	....	221,197	1,102,757	1,075,499	2,178,256
.....	.....	604	26,987	661,462	656,784	1,318,246
10	.....	604	248,184	1,764,219	1,732,283	3,496,502
22,649	2,752	61	375,439	358,307	381,400	739,707
175	185	.....	38,011	40,601	66,025	106,626
22,824	2,937	61	413,450	398,908	447,425	846,333
22,834	2,937	665	661,634	2,163,127	2,179,708	4,342,835
....	....	....	.....	14,087	14,154	28,241
.....	....	....	4,629	8,781	8,528	17,309
.....	.....	.....	4,629	22,868	22,682	45,550
....	....	....	.. ..	97	.....	97
....	.....	....	172,237	170,749	173,589	344,338
.. ..	....	.....	172,237	170,846	173,589	344,435
.....	. .. .	....	176,866	193,714	196,271	389,985
.....	. . ..	.....	....	19,725	16,775	36,500
.....	.....	.....	160	25,088	26,931	52,019
.....	.....	....	160	44,813	43,706	88,519

TABLE 3—STATEMENT showing the Number, Tonnage, and Nationality of Vessels

VESSELS.	Total Number	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.	
		Up.	Down.	Up.	Down.
ST. PETER'S CANAL—*Con.*					
United States vessels, steam	2	176	13		
" " sail	6	128	197		56
Total United States	8	304	210		56
Grand total, St. Peter's canals	1,213	45,117	43,756		56
MURRAY CANAL.					
Canadian vessels, steam	834	205,664	94,153	22,135	
" " sail	176	23,773	21,281	2,689	
Total Canadian	1,010	229,437	115,434	24,824	
United States vessels, steam	65	419	131	441	81
" " sail	10		21	434	153
Total United States	75	419	152	875	234
Grand total, Murray canal	1,085	229,856	115,856	25,699	234
OTTAWA CANALS.					
Canadian vessels, steam	1,007	97,961	104,438		841
" " sail	1,655	137,769	138,175		1,298
Total Canadian	2,662	235,730	242,613		2,139
United States, vessels, steam					
" " sail	397	12,786	536		20,178
Total United States	397	12,786	536		20,178
Grand total, Ottawa canals	3,059	248,516	243,149		22,317
RIDEAU CANAL.					
Canadian vessels, steam	2,257	65,614	68,385	6,156	190
" " sail	703	31,118	30,726		
Total Canadian	2,960	96,732	99,111	6,156	190
United States vessels steam					
" " sail	9	493	394		
Total United States	9	493	394		
Grand total, Rideau canal	2,969	97,225	99,505	6,156	190
TRENT VALLEY CANALS.					
Canadian vessels, steam	3,227	76,848	73,392		
" " sail	771	30,104	28,511		
Total Canadian	3,998	106,952	101,903		
United States vessels, steam					
" " sail					
Total United States					
Grand total, Trent Valley canals	3,998	106,952	101,903		

passed through the several Canals during the Season of Navigation in 1912—*Con.*

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
Up.	Down.	Up.	Down.	Up.	Down.	
				176	13	189
		56		184	253	437
		56		360	266	626
		56	160	45,173	43,972	89,115
2,172		3,593	9,739	233,564	103,892	337,456
		103	1,000	26,565	22,281	48,846
2,172		3,696	10,739	260,129	126,173	386,302
197	90	267	293	1,324	595	1,919
		210	24	644	198	842
197	90	477	317	1,968	793	2,761
2,369	90	4,173	11,056	262,097	126,966	389,063
		269		98,230	105,279	203,509
				137,769	139,473	277,242
		269		235,999	244,752	480,751
		7,098		19,884	20,714	40,598
		7,098		19,884	20,714	40,598
		7,367		255,883	265,466	521,349
			6,500	71,770	75,075	146,845
				31,118	30,726	61,844
			6,500	102,888	105,801	208,689
				493	394	887
				493	394	887
			6,500	103,381	106,195	209,576
				76,848	70,392	150,240
				30,104	28,511	58,615
				106,952	101,903	208,855
				106,952	101,903	208,855

TABLE 3.—STATEMENT showing the Number, Tonnage and Nationality of Vessels passed

VESLELS.	Total Number	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.	
		Up.	Down.	Up.	Down.
ST. ANDREWS CANAL.					
Canadian vessels, steam	743	48,748	50,126	.....	.....
" " sail	517	55,637	56,462	.....	.....
Total Canadian	1,260	104,385	106,588	.....	.....
United States vessels, steam	.....	.....	.....	.....	.....
" " sail	.....	.....	.....	.....	.....
Total United States	.....	.....	.....	.....	.....
Grand total, St. Andrews canal	1,260	104,385	106,588	.....	.....

through the several Canals during the Season of Navigation in 1912—*Concluded.*

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
Up.	Down.	Up.	Down.	Up.	Down.	
				48,748	50,126	98,874
				55,637	56,462	112,099
				104,385	106,588	210,973
				104,385	106,588	210,973

TABLE 4.—Comparative Statement of all the canals for the Years ending December 31, 1911 and 1912.

Articles.	1911.	1912.	Increase.	Decease.
Class No. 1.	Tons.	Tons.	Tons.	Tons.
Canadian vessels—Steam	7,286,949	8,062,842	775,893	
" Sail	1,885,243	2,174,493	289,250	
United States vessels—Steam	17,517,229	24,069,124	6,551,895	
" " Sail	714,393	567,066		147,327
Total, Class No. 1	27,403,814	34,873,525	7,617,038	147,327
Class No. 2.	No.	No.	No.	No.
Passengers	304,904	292,267		12,637
Class No. 3.	Tons.	Tons.	Tons.	Tons.
Barley	145,576	206,789	61,213	
Buckwheat	84	253	169	
Corn	451,597	148,218		303,379
Oats	657,878	762 302	104,424	
Rye	3,701	13,263	9,562	
Flax	97,334	224,848	125,514	
Pease	163	228	65	
Wheat	3,528,185	5,122,696	1,594,511	
Flour	366,870	342,636		24,234
Hay	73,013	35,420		37,593
Other mill products	41,083	27,894		13,189
Fruit and vegetables	12,740	10,836		1,904
Potatoes	8,839	8,293		546
Live stock	3,135	1,692		1,443
Poultry, game and fish	2,062	2,710	648	
Dressed meats	712	346		366
Other packing house products	1,266	2,403	1,137	
Hides and leather	236	493	257	
Wool	1,319	1,075		244
All other animal products	10,901	11,469	568	
Total, Class No. 3	5,408,694	6,923,864	1,898,068	382,898
Class No. 4.				
Agricultural implements	41,291	42,116	825	
Cement, bricks, lime	654,629	537,093		117,536
Household goods and furniture	2,971	2,958		13
Iron, pig and bloom	61,119	99,251	38,132	
Iron and steel, all other	418,169	458,762	40,593	
Petroleum and other oils	194,105	144,205		49,900
Sugar	59,979	41,338		18,641
Salt	29,984	23,071		6,913
Wines, liquors and beer	22,203	31,632	9,429	
Merchandise not enumerated	874,613	848,522		26,091
Total, Class No. 4	2,359,063	2,228,948	88,979	219,094
Class No. 5.				
Pulpwood	823,494	762,156		61,338
Sawed lumber	596,588	723,935	127,347	
Squared timber	42,924	58,484	15,560	
Shingles	12,422	6,851		5,571
Other woods	70,711	83,196	12,485	
Total, Class No. 5	1,546,139	1,634,622	155,392	66,909

TABLE 4.—Comparative Statement of all the canals for the Years ending December 31, 1911 and 1912—*Concluded.*

Articles.	1911.	1012.	Increase.	Decrease.
Class No. 6.	Tons.	Tons.	Tons.	Tons.
Hard coal	1,246,273	1,178,917		67,356
Soft coal	4,668,843	3,786,969		881,874
Coke	14,160	12		14,148
Copper ore	16,556	40,322	23,766	
Iron ore	22,715,838	31,219,646	8,503,808	
Other ore	6,849	57,951	51,102	
Sand and cement	47,938	515,994	468,056	
Total, Class No. 6	28,716,457	39,799,811	9,046,732	963,378
Grand Total	38,030,353	47,587,245	11,189,171	1,632,279

Net increase 9,556,892 tons.

TABLE 5.—STATEMENT of Traffic on the Undermentioned Canals during the Season of Navigation in 1912.

Articles.	Sault Ste. Marie.	Welland.	St. Lawrence	Chambly.	St. Peters.	Murray.	Ottawa.	Rideau.	Trent Valley.	St. Andrews
Class No. 1.—Vessels.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Canadian vessels.....Steam	3,264,632	1,618,289	2,178,256	28,241	36,500	337,456	203,509	146,845	150,240	98,874
" " ..... Sail	31,597	196,676	1,318,246	17,309	52,019	48,846	277,242	61,844	58,615	112,099
United States vessels.....Steam	22,522,620	804,592	739,707	97	189	1,919	.....	.....	.....	.....
" " ..... Sail	13,395	59,943	106,626	344,338	437	842	40,598	887	.....	.....
Total, Class No. 1.....	25,832,244	2,679,500	4,342,835	389,985	89,145	389,063	521,349	209,576	208,855	210,973
Class No. 2.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Passengers.....	37,549	1,317	106,492	2,422	1,210	20,679	27,271	20,534	73,861	902
Class No. 3.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Barley.....	157,957	25,241	23,557	.....	.....	.....	.....	30	4	.....
Buckwheat.....	.....	.....	7	.....	.....	.....	4	5	237	.....
Corn.....	.....	121,333	26,707	28	40	.....	32	78	.....	.....
Oats.....	395,708	185,546	176,756	562	3,001	.....	66	524	131	5
Rye.....	11,831	714	716	.....	.....	.....	.....	1	1	.....
Flax.....	191,401	16,566	16,941	.....	.....	.....	.....	.....	.....	.....
Peas.....	.....	150	23	.....	1	.....	2	7	45	.....
Wheat.....	3,536,398	795,989	793,731	219	.....	.....	94	735	1,530	.....
Flour.....	238,871	45,807	54,321	1,092	1,574	.....	385	471	99	16
Hay.....	1,304	.....	13,217	14,935	1,544	34	3,148	1,072	161	5
Other mill products.....	3,105	14,539	7,163	411	1,083	10	761	643	179	.....
Fruit and vegetables.....	100	72	5,742	2,391	1,449	404	320	344	14	.....
Potatoes.....	117	15	686	68	6,732	.....	466	85	113	11
Live stock.....	22	.....	603	217	24	.....	540	20	266	.....
Poultry game and fish.....	16	66	86	10	2,459	.....	37	34	.....	.....
Dressed meats.....	.....	41	65	6	21	.....	11	201	1	.....
Other packing house products.....	.....	.....	766	95	469	.....	345	728	.....	.....
Hides and leather.....	20	140	285	9	.....	.....	.....	37	2	.....
Wool.....	312	431	317	1	.....	.....	.....	14	.....	.....
All other animal products.....	2	.....	7,251	.....	23	37	1,947	2,117	92	.....
Total, Class No. 3.....	4,531,164	1,206,590	1,128,942	20,044	18,423	485	8,158	7,146	2,875	37

Class No. 4.										
Agricultural implements	20,380	20,385	163	109	9		148	876	41	5
Cement, bricks, lime	211,008	146,829	78,696	2,118	1,140	91,728	2,331	1,631	1,612	
Household goods and furniture	1	100	1,624	133	56	23	341	540	128	12
Iron, pig and bloom	45,533	14,638	6,491	476	79		1,065	903	66	
Iron and steel, all other	209,056	124,353	121,291	1,555	246	13	1,259	983	6	2
Petroleum and other oils	6,488	76,863	57,941	152	921	74	754	961	51	
Sugar	9,126	19,718	9,951	785		10	1,139	580	29	
Salt	12,929	1,912	3,431		1,521		1,471	1,807		
Wines, liquors and beers	8,041	10,460	10,838	32	180		914	1,141	23	
Merchandise not enumerated	422,741	210,311	173,665	6,240	3,431	9,663	11,538	9,389	1,503	41
Total, Class No. 4	975,303	625,563	464,091	11,600	7,583	101,511	20,958	18,814	3,459	60
Class No. 5.										
Pulpwood	12,372	167,985	294,125	258,268				1,269	21,315	6,822
Sawed lumber	30,541	38,050	246,435	164,862	9,524	6	206,094	23,516	2,730	2,177
Squared timber	4,440	19,129	29,293	1,814		400	1,663	199	1,606	
Shingles	5,570	250	122	34	118		120	192	145	
Other woods	1,191	2,270	8,785	335	1,219	300	18,783	3,466	41,693	5,154
Total, Class No. 5	54,114	227,684	578,760	425,313	11,161	706	226,600	28,642	69,489	14,153
Class No. 6.										
Hard coal	434,224	175,495	437,334	119,928	573	1,333	1,801	7,525	138	566
Soft "	2,511,217	534,201	665,981	877	39,970	1,906	31,004	7,141	172	
Coke					10			2		
Copper ore	16,963			23,350						
Iron "	31,141,063	66,105	12,467					6	5	
Other "	5,607	12,671	9,572	17,794	2,089		5,100	2,455	2,663	
Sand, &c		3,600	180,041			64,140	98,729	88,402	349	80,733
Total, Class No. 6	34,109,074	792,072	1,305,395	161,458	37,642	67,379	136,634	105,531	3,327	81,299
Grand total	39,669,655	2,851,915	3,477,188	618,415	74,809	170,081	392,350	160,133	77,150	95,549

TABLE 6.—SUMMARY Statement of Traffic on the undermentioned canals during the Season of Navigation, ended December 31, 1912, showing the total quantity of each description of property passed through.

——	Sault Ste. Marie.	Welland.	St. Lawrence	Chambly.	St. Peter's.	Murray.	Ottawa.	Rideau.	Trent Valley.	St. Andrew's
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Vessels of all kinds	25,832,244	2,679,500	4,342,835	389,985	89,145	389,063	521,349	209,576	208,855	210,973
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Passengers	37,549	1,317	106,492	2,422	1,240	20,679	27,271	20,534	73,861	902
Forest Produce of Wood.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Pulpwood	12,372	167,985	294,195	258,268				1,269	21,315	6,822
Sawed lumber	30,541	38,050	246,435	164,862	9,524	6	206,094	23,516	2,730	2,177
Squared timber	4,440	19,129	29,293	1,814		400	1,603	199	1,606	
Shingles	5,570	250	122	34	418		120	192	145	
Other woods	1,191	2,270	8,785	335	1,219	300	18,783	3,466	41,693	5,154
Total	54,114	227,684	578,760	425,313	11,161	706	226,600	28,642	67,489	14,153
Animals and Produce of Animals.										
Live stock	22		603	217	24		540	20	266	
Poultry, game and fish	16	66	88	10	2,459		37	34		
Dressed meats		41	65	6	21		11	201	1	
Other packing house products			766	95	469		345	728		
Hides and leather	20	140	285	9				37	2	
Wool	312	431	317	1				14		
All other animal products	2		7,251		23	37	1,947	2,117	92	
Total	372	678	9,375	338	2,996	37	2,880	3,151	361	
Agricultural Products.										
Barley	157,957	25,241	23,537					30	4	
Buckwheat			7				4	5	237	
Corn		121,333	26,707	28	40		32	78		
Oats	395,708	185,546	176,756	562	3,004		66	524	131	5
Rye	11,831	714	116					1	1	
Flax	191,401	16,506	16,941							

Peas		150	23		1		2	7	45	
Wheat	3,530,398	795,989	793,731	219			94	735	1,530	
Flour	238,871	45,807	54,321	1,092	1,574		385	471	99	16
Hay	1,304		13,217	14,935	1,544	34	3,148	1,072	161	5
Other mill products	3,105	14,539	7,163	411	1,083	10	761	643	179	
Fruit and vegetables	100	72	5,742	2,391	1,449	404	320	344	14	
Potatoes	117	15	686	68	6,732		466	85	113	11
Total	4,530,792	1,205,912	1,119,567	19,706	15,427	448	5,278	3,995	2,514	37
Manufactures.										
Agricultural implements	20,380	20,385	163	109	9		148	876	41	5
Cement, bricks and lime	211,008	146,829	78,696	2,118	1,140	91,728	2,331	1,631	1,612	
Household goods and furniture	1	100	1,624	133	56	23	341	540	128	12
Iron—Pig and bloom	75,533	14,638	6,491	476	79		1,065	903	66	
" steel, all other	209,056	124,353	121,291	1,555	246	13	1,257	983	6	2
Petroleum and other oils	6,488	76,863	57,941	152	921	74	754	961	51	
Sugar	9,126	19,718	9,951	785		10	1,139	580	29	
Salt	12,929	1,912	3,431		1,521		1,471	1,807		
Wines, liquors and beer	8,041	10,460	10,838	32	180		914	1,144	23	
Merchandise not enumerated	422,741	210,311	173,665	6,240	3,431	9,663	11,538	9,389	1,503	41
Total	975,303	625,569	464,091	11,600	7,583	101,511	20,958	18,814	3,459	60
Products of Mines.										
Hard coal	434,224	175,495	437,334	119,928	573	1,333	1,801	7,525	138	566
Soft "	2,511,217	534,201	665,981	377	34,970	1,906	31,004	7,141	172	
Coke					10			2		
Copper ore	16,963			23,359						
Iron "	31,141,063	66,105	12,467					6	5	
Other "	5,607	12,671	9,572	17,794	2,089	64,140	5,160	2,455	2,663	
Sand, &c		3,600	180,041				98,729	88,402	349	80,733
Total	34,109,074	792,072	1,305,395	161,458	37,642	67,379	136,634	105,531	3,327	81,299
Grand totals (passengers and tonnage of vessels not included)	39,669,655	2,851,915	3,477,188	618,115	74,809	170,081	392,350	160,133	77,150	95,549

TABLE 7, No. 1.—GENERAL STATEMENT showing the Quality of each Article Transported on the Sault Ste. Marie canal during the Season of Navigation in 1912.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	20,380								20,380		20,380	20,380	
All other animal		2								2	2	2	
Barley		67,593		19,189		69,454		1,721		157,957	157,957	91,106	66,851
Buckwheat													
Cement, bricks, &c	202,331		245		4,757		3,675		211,008		211,008	200,594	10,414
Coal, hard	50				294,810		139,364		434,224		434,224		434,224
" soft	100				1,402,754		1,108,363		2,511,217		2,511,217		2,511,217
Coke													
Corn													
Dressed meats													
Flax		38,859		49,895		99,727		2,920		191,401	191,401	98,345	93,056
Flour	15	178,223				41,809		18,824	15	238,856	238,871	193,417	45,454
Fruits and vegetables	100								100		100	100	
Hay	1,304								1,304		1,304	1,304	
Hides and leather	20								20		20	20	
Household goods		1								1	1	1	
Iron, pig and bloom	45,206	3,020			125	5,306	21,876		67,207	8,326	75,533	48,226	27,307
Iron and steel, all other	121,886	3,263			44,198	1,400	38,309		204,393	4,663	209,056	111,880	97,176
Live stock	22								22		22	22	
Merchandise	329,677	7,987	13,104	4,912	57,168	1,601	3,458	4,834	403,407	19,334	422,741	356,826	65,915
Oats	1,131	329,683		8,480		25,367		31,047	1,131	394,577	395,708	380,562	15,146
Other mill products		1,130						1,975		3,105	3,105	1,130	1,975
" packing house products													
" woods	666	471					54		720	471	1,191	1,064	127
Ore, all other	360	300	3,054		1,893				5,307	300	5,607	660	4,947
" copper						16,963				16,963	16,963		16,963
" iron						30,869,816	6,812	264,435	6,812	31,134,251	31,141,063		31,141,063
Peas													
Petroleum	6,027	50	211				200		6,438	50	6,488	6,214	274
Poultry, game and fish		1	15						15	1	16	16	
Potatoes		117								117	117	117	
Pulpwood	12,372								12,372		12,372	12,372	

Rye		150				9,540		2,141		11,831	11,831	150	11,681
Sawed lumber	542	90		23,927		4,716	306	960	848	29,693	30,541	24,459	6,082
Shingles		36				5,468		66		5,570	5,570	36	5,534
Square timber					400		4,040		4,440		4,440		4,440
Sugar	9,126								9,126		9,126	9,126	
Salt	11,666		187		1,076				12,929		12,929	11,853	1,076
Wheat		1,531,518		751,374		1,102,485		145,021		3,530,398	3,530,398	2,512,291	1,018,107
Wines, liquors and beers	7,974		67						8,041		8,041	8,041	
Wool	21	27				264			21	291	312	48	264
Total freight	770,976	2,162,521	16,883	857,777	1,807,181	32,253,916	1,326,457	473,944	3,921,497	35,748,158	39,669,655	4,090,362	35,579,293

TABLE 7, No. 2.—General Statement showing the Quantity of each Article Transported on the Welland canal during the Season of Navigation in 1912.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to U. States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	20,380	5							20,380	5	20,385	20,385	
All other animal													
Barley		22,375				2,160		706		25,241	25,241	22,375	2,866
Buckwheat													
Cement, bricks, &c	145,839	450	540						146,379	450	146,829	146,129	700
Coal, hard					163,461		12,034		175,495		175,495		175,495
" soft						2,958		531,243		534,201	534,201		534,201
Coke													
Corn		2,297				91,254		27,782		121,333	121,333	116	121,217
Dressed meats		41								41	41		41
Flax		16,374	132						132	16,374	16,506	16,506	
Flour		33,513						2,416		45,807	45,807	34,743	11,064
Fruits and vegetables	35				37				72		72	35	37
Hay													
Hides and leather	140								140		140	140	
Household goods		7	93						93	7	100	100	
Iron, pig and bloom	13,198	320						1,120	13,198	1,440	14,638	13,518	1,120
Iron and steel, all other	87,773	2,672	25			300		33,583	87,798	36,555	124,353	90,470	33,883
Live stock													
Merchandise	113,468	8,279	14,522		53,278	14,137		6,627	181,268	29,043	210,311	131,417	78,894
Oats		166,530				1,400		17,616		185,546	185,546	169,793	15,753
Other mill products					5	12,564		1,970	5	14,534	14,539		14,539
" packing house products													
" woods						2,270				2,270	2,270		2,270
Ore, all other		6,224	3,054		3,393				6,447	6,224	12,671	7,758	4,913
" copper													
" iron		791			1,586			63,728	1,586	64,519	66,105		66,105
Peas						150				150	150		150
Petroleum	642	33,821	50		2			42,348	694	76,169	76,863	33,118	43,745
Poultry, game and fish					66				66		66		66
Potatoes	15								15		15	15	
Pulpwood	47,718		117,873		2,394				167,985		167,985	167,985	
Rye								714		714	714		714
Sand		3,600								3,600	3,600	3,600	

Sawed lumber				3,449		26,614		7,987		38,050	38,050	3,449	34,601
Shingles				250						250	250	250	
Square timber		5,060				723		13,346		19,129	19,129	5,060	14,069
Sugar	4,241	2,902	122		11,078			1,375	15,441	4,277	19,718	7,921	11,797
Salt	30	1,624	13					245	43	1,869	1,912	1,692	220
Wheat		667,557				15,911		112,521		795,989	795,989	666,589	129,400
Wines, liquors and beers	7,241	1,384	676		137			1,022	8,054	2,406	10,460	9,521	939
Wool	226		205						431		431	431	
Total freight	440,946	975,826	137,305	3,699	235,437	180,319	12,034	866,349	825,722	2,026,193	2,851,915	1,553,116	1,298,799

TABLE 7, No. 3.—GENERAL STATEMENT showing the Quantity of each Through Article Transported on the Welland canal during the Season of Navigation in 1912.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States. Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	20,380	5							20,380	5	20,385	20,385	
All other animal													
Barley		22,375				2,160		706		25,241	25,241	22,375	2,866
Buckwheat													
Cement, bricks, &c	145,839	450	540						146,379	450	146,129	146,129	700
Coal, hard					163,461		12,034		175,495		175,495		175,495
" soft						2,958		531,243		534,201	534,201		534,201
Coke													
Corn		2,297				91,254		27,782		121,333	121,333	116	121,217
Dressed meats		41								41	41		41
Flax		16,374	132						132	16,374	16,506	16,506	
Flour		33,513				9,878		2,416		45,807	45,807	34,743	11,064
Fruits and vegetables	35				37				72		72	35	37
Hay													
Hides and leather	140								140		140	140	
Household goods		7	93						93	7	100	100	
Iron, pig and bloom	13,198	20						1,120	13,198	1,140	14,338	13,218	1,120
Iron and steel, all other	87,593	164	25			300		32,443	87,618	32,907	120,525	87,782	32,743
Live stock													
Merchandise	113,468	8,149	14,522		53,278	14,137		4,921	181,268	27,207	208,475	131,287	77,188
Oats		166,530				1,400		17,616		185,546	185,546	169,793	15,753
Other mill products					5	12,564		1,970	5	14,534	14,539		14,539
" packing house products													
" woods						2,270				2,270	2,270		2,270
Ore, all other		486	3,051		3,393				6,447	486	6,933	2,020	4,913
" copper													
" iron					1,586			63,728	1,586	63,728	65,314		65,314
Peas						150				150	150		150
Petroleum	642	33,821	50		2			42,348	694	76,169	76,863	33,118	43,745
Poultry, game and fish					66				66		66		66
Potatoes	15								15		15	15	
Pulpwood			117,873		2,394				120,267		120,267	130,267	

Rye								714		714	714		714
Sand		700								700	700	700	
Sawed lumber				3,449		26,614		7,987		38,050	38,050	3,449	34,601
Shingles				250						250	250	250	
Square timber		5,000				723		13,346		19,069	19,069	5,000	14,069
Sugar	4,241	2,902	122		11,078			1,375	15,441	4,277	19,718	7,921	11,797
Salt	30	1,624	13					245	43	1,869	1,912	1,692	220
Wheat		665,500				15,911		112,521		793,932	793,932	664,532	129,400
Wines, liquors and beers	7,241	1,384	676		137			1,022	8,054	2,406	10,460	9,521	939
Wool	226		205						431		431	431	
Total freight	393,048	961,342	137,305	3,699	235,437	180,319	12,034	863,503	777,824	2,008,863	2,786,687	1,491,525	1,295,162

TABLE No. 4—General Statement showing the Quantity of each Way Article Transported on the Welland canal during the Season of Navigation in 1912.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements													
All other animal													
Barley													
Buckwheat													
Cement, bricks, &c													
Coal, hard													
" soft													
Coke													
Corn													
Dressed meats													
Flax													
Flour													
Fruits and vegetables													
Hay													
Hides and leather													
Household goods													
Iron, pig and bloom		300								300	300	300	
Iron and steel, all other	180	2,508						1,140	180	3,648	3,828	2,688	1,140
Live stock													
Merchandise		130						1,706		1,836	1,836	130	1,706
Oats													
Other mill products													
" packing house products													
" woods													
Ore, all other		5,738								5,738	5,738	5,738	
" copper													
" iron		791								791	791		791
Peas													
Petroleum													
Poultry, game and fish													
Potatoes													
Pulpwood	47,718								47,718		47,718	47,718	

Rye													
Sand		2,900								2,900	2,900	2,900	
Sawed lumber													
Shingles													
Square timber		60								60	60	60	
Sugar													
Salt													
Wheat		2,057								2,057	2,057	2,057	
Wines, liquors and beers													
Wool													
Total freight	47,898	14,484						2,846	47,898	17,330	65,228	61,591	3,637

TABLE 7, No. 5.—General Statement showing the Quantity of each Article Transported on the St. Lawrence canals during the Season of Navigation in 1912.

ARTICLES.	From Canada to Canadian Ports.		From Canada to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	151	12							151	12	163	163	
All other animals	1,102	6,146			3				1,105	6,146	7,251	7,248	3
Barley	1,212	22,127						218	1,212	22,345	23,557	23,339	218
Buckwheat	7								7		7	7	
Cement, bricks, &c	76,570	2,126							76,570	2,126	78,696	77,195	1,501
Coal, hard	10,076	417				431		426,410	10,076	427,258	437,334	8,867	428,467
" soft	143,781	22,092	2,348					497,760	146,129	519,852	665,981	164,010	501,971
Coke													
Corn	56	18,470						8,181	56	26,651	26,707	1,270	25,437
Dressed meats		60			5				5	60	65	19	46
Flax	1,062	15,679	200						1,262	15,679	16,941	16,941	
Flour	3,905	50,136						280	3,905	50,416	54,321	54,041	280
Fruits and vegetables	225	5,511			6				231	5,511	5,742	5,736	6
Hay	6,449	6,133		635					6,449	6,768	13,217	13,217	
Hides and leather	120	163			2				122	163	285	285	
Household goods	612	928	78		6				696	928	1,624	1,618	6
Iron, pig and bloom	6,014	357						120	6,014	477	6,491	5,435	1,056
Iron and steel, all other	87,694	10,636	75					22,886	87,769	33,522	121,291	96,899	24,392
Live stock	61	541			1				62	541	603	602	1
Merchandise	127,719	36,479	3,970		121	54	196	5,126	132,006	41,659	173,665	168,608	5,057
Oats	6,988	161,795						7,973	6,988	169,768	176,756	168,780	7,976
Other mill products	5,280	1 883							5,280	1,883	7,163	7,163	
" packing house products	273	492			1				274	492	766	765	1
" wood	1,772	6,950			48	15			1,820	6,965	8,785	8,722	63
Ore, all other	9,174	398							9,174	398	9,572	4,293	5,279
" copper													
" iron								12,467		12,467	12,467		12,467
Peas	1	22							1	22	23	23	
Petroleum	4,763	27,218						25,960	4,763	53,178	57,941	30,062	27,879
Poultry, game and fish		36	50		2				52	36	88	86	2
Potatoes	209	475			2				211	475	686	684	2
Pulpwood	27,902		266,223						294,125		294,125	294,125	

Rye	2						714	2	714	716	2	714	
Sand	66,146	113,173					722	66,146	113,895	180,041	174,207	5,834	
Sawed lumber	51,757	139,509	7,494	47,671	4			59,255	187,180	246,435	245,415	1,020	
Shingles		122							122	122	122		
Square timber	177	26,379					2,737	177	29,116	29,293	27,506	1,787	
Sugar	6,364	3,129					458	6,364	3,587	9,951	9,493	458	
Salt	2,038	1,393						2,038	1,393	3,431	3,431		
Wheat	19,104	688,439					86,188	19,104	774,627	793,731	708,833	84,898	
Wines, liquors and beers	8,963	1,651					224	8,963	1,875	10,838	10,614	224	
Wool	317							317		317	317		
Total freight	678,046	1,371,077	280,438	48,303	201	500	196	1,098,424	958,881	2,518,307	3,477,188	2,340,143	1,137,045

TABLE 7, No. 6.—GENERAL STATEMENT showing the Quantity of each Through Article Transported on the St. Lawrence canals during the Season of Navigation in 1912.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements													
All other animal	206	4,186							206	4,186	4,392	4,392	
Barley		20,882						218		21,100	21,100	20,882	218
Buckwheat													
Cement, bricks, &c	54,783	520							54,783	520	55,303	55,303	
Coal, hard	4,200							416,562	4,200	416,562	420,762	4,200	416,562
" soft	5,100	792						485,883	5,100	486,675	491,775	5,100	486,675
Coke													
Corn		1,376						7,341		8,717	8,717	116	8,601
Dressed meats		41								41	41		41
Flax		15,413	200						200	15,413	15,613	15,613	
Flour	22	37,746						280	22	38,026	38,048	37,768	280
Fruits and vegetables	49	5,257							49	5,257	5,306	5,306	
Hay													
Hides and leather	120								120		120	120	
Household goods	258	744	78						336	744	1,080	1,080	
Iron, pig and bloom	3,499							120	3,499	120	3,619	3,499	120
Iron and steel, all other	76,156	6,408	75					22,886	76,231	29,294	106,525	81,133	24,392
Live stock	2	12							2	12	14	14	
Merchandise	110,187	29,225	3,970					4,953	114,157	34,178	148,335	145,419	2,916
Oats		156,608						7,973		164,581	164,581	156,608	7,973
Other mill products	5	445							5	445	450	450	
" packing house products	1	367							1	367	368	368	
" woods													
Ore, all other	1,741	175							1,741	175	1,916	1,916	
" copper													
" iron								12,467		12,467	12,467		12,467
Peas		22								22	22	22	
Petroleum	630	26,911						25,960	630	52,871	53,501	27,541	25,960
Poultry, game and fish			50						50		50	50	
Potatoes	95								95		95	95	
Pulpwood	17,621		266,223						283,844		283,844	283,844	

Rye								714		714	714		714
Sand													
Sawed lumber	1,295		7,494						8,789		8,789	8,789	
Shingles													
Square timber		15,255						2,600		17,855	17,855	16,355	1,500
Sugar	5,343	3,057						458	5,343	3,515	8,858	8,400	458
Salt	72	891							72	891	963	963	
Wheat		682,865						86,188		769,053	769,053	684,155	84,898
Wines, liquors and beers	7,891	1,515						224	7,891	1,739	9,630	9,406	224
Wool	317								317		317	317	
Total freight	289,593	1,010,713	278,090					1,074,827	567,683	2,085,540	2,653,223	1,579,224	1,073,999

TABLE 7, No. 7.—GENERAL STATEMENT showing the Quantity of each Way Article Transported on the St. Lawrence canals during the Season of Navigation in 1912.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	151	12							151	12	163	163	
All other animal	896	1,960			3				899	1,960	2,859	2,856	3
Barley	1,212	1,245							1,212	1,245	2,457	2,457	
Buckwheat	7								7		7	7	
Cement, bricks, etc.	21,787	1,606							21,787	1,606	23,393	21,892	1,501
Coal, hard	5,876	417				431		9,848	5,876	10,696	16,572	4,667	11,905
" soft	138,681	21,300	2,348					11,877	141,029	33,177	174,206	158,910	15,296
Coke													
Corn	56	17,094						840	56	17,934	17,990	1,154	16,836
Dressed meats		19			5				5	19	24	19	5
Flax	1,062	266							1,062	266	1,328	1,328	
Flour	3,883	12,390							3,883	12,390	16,273	16,273	
Fruits and vegetables	176	254			6				182	254	436	430	6
Hay	6,449	6,133		635					6,449	6,768	13,217	13,217	
Hides and leather		163			2				2	163	165	165	
Household goods	354	184			6				360	184	544	538	6
Iron, pig and bloom	2,515	357							2,515	357	2,872	1,936	936
Iron and steel, all other	11,538	4,228							11,538	4,228	15,766	15,766	
Live stock	59	529			1				60	529	589	588	1
Merchandise	17,532	7,254			121	54	196	173	17,849	7,481	25,330	23,189	2,141
Oats	6,988	5,187							6,988	5,187	12,175	12,172	3
Other mill products	5,275	1,438							5,275	1,438	6,713	6,713	
" packing house products	272	125			1				273	125	398	397	1
" woods	1,772	6,950			48	15			1,820	6,965	8,785	8,722	63
Ore, all other	7,433	223							7,433	223	7,656	2,377	5,279
" copper													
" iron													
Peas	1								1		1	1	
Petroleum	4,133	307							4,133	307	4,440	2,521	1,919
Poultry, game and fish		36			2				2	36	38	36	2
Potatoes	114	475			2				116	475	591	589	2

Pulpwood	10,281										10,281		10,281	10,281		
Rye	2										2		2	2		
Sand	66,146	113,173					722				66,146	113,895	180,041	174,207	5,834	
Sawed lumber	50,462	139,509		47,671	4						50,446	187,180	237,626	236,626	1,020	
Shingles		122										122	111	122		
Square timber	177	11,124					137				177	11,261	11,438	11,151	287	
Sugar	1,021	72									1,021	72	1,093	1,093		
Salt	1,966	502									1,966	502	2,468	2,468		
Wheat	19,104	5,574									19,104	5,574	24,678	24,678		
Wines, liquors and beers	1,072	136									1,072	136	1,208	1,208		
Wool																
Total freight	388,453	360,364	2,348	48,306	201	500	196	23,597	391,198	432,767	823,965	760,919	63,046			

TABLE 7, No. 8.—GENERAL STATEMENT showing the Quantity of each Article Transported on the Chambly canal during the Season of Navigation in 1912.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	105	4							105	4	109	109	
All other animal													
Barley													
Buckwheat													
Cement, Bricks, &c	314	18	60					1,726	374	1,744	2,118	392	1,726
Coal, hard	3							119,925	3	119,925	119,928	3	119,925
" soft								377		377	377	10	367
Coke													
Corn	24	4							24	4	28	28	
Dressed meats	3	3							3	3	6	6	
Flax													
Flour	1,092								1,092		1,092	1,092	
Fruits and vegetables	464	1,927							464	1,927	2,391	2,391	
Hay	635	5,241	9,059						9,694	5,241	14,935	14,935	
Hides and leather		9								9	9	9	
Household goods	85	48							85	48	133	133	
Iron, pig and bloom	147							329	147	329	476	147	329
Iron and steel, all other	456	31						1,068	456	1,099	1,555	487	1,068
Live stock	3	214							3	214	217	217	
Merchandise	1,118	744						4,378	1,118	5,122	6,240	1,863	4,377
Oats	21	541							21	541	562	562	
Other mill products	343	68							343	68	411	411	
" packing house products	95								95		95	95	
" woods	10	325							10	325	335	335	
Ore, all other		79	374					17,341	374	17,420	17,794	503	17,291
" copper								23,359		23,359	23,359		23,359
" iron													
Peas													
Petroleum	152								152		152	152	
Poultry, game and fish	3	7							3	7	10	10	
Potatoes	51	17							51	17	68	68	
Pulpwood			258,268						258,268		258,268	258,268	

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TABLE 7 No. 9.—GENERAL STATEMENT showing the Quantity of each Article Transported on the St. Peter's canal during the Season of Navigation in 1912.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to Canadian Ports		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	9								9		9	9	
All other animals	19	4							19	4	23	23	
Barley													
Buckwheat													
Cement, bricks, &c	666	474							666	474	1,140	1,140	
Coal, hard	263	10						300	263	310	573	273	300
" soft	304	34,666							304	34,666	34,970	34,970	
Coke		10								10	10	10	
Corn	40								40		40	40	
Dressed meats	17	4							17	4	21	21	
Flax													
Flour	1,547	27							1,547	27	1,574	1,574	
Fruits and vegetables	1,431	18							1,431	18	1,449	1,449	
Hay	1,527	17							1,527	17	1,544	1,544	
Hides and leather													
Household goods	50	6							50	6	56	56	
Iron, pig and bloom	49	30							49	30	79	79	
Iron and steel, all other	207	39							207	39	246	246	
Live stock	23	1							23	1	24	24	
Merchandies	2,823	608							2,823	608	3,431	3,431	
Oats	2,997	7							2,997	7	3,004	3,004	
Other mill products	987	96							987	96	1,083	1,083	
" packing house products	455	14							455	14	469	469	
" woods	1,092	127							1,092	127	1,219	1,219	
Ore, all other	11	2,078							11	2,078	2,089	2,089	
" copper													
" iron													
Peas	1								1		1	1	
Petroleum	862	59							862	59	921	921	
Poultry, game and fish	305	2,154							305	2,154	2,459	2,459	
Potatoes	6,712	20							6,712	20	6,732	6,732	
Pulpwood													

Rye													
Sawed lumber	9,104	420						9,104	420	9,524	9,524		
Shingles	417	1						417	1	418	418		
Square timber													
Sugar													
Salt	1,479	42						1,479	42	1,521	1,521		
Wheat													
Wines, liquors and beers	178	2						178	2	180	180		
Wool													
Total freight	33,575	10,934						33,575	41,234	74,809	74,509	300	

TABLE 7, No. 10.—General Statement showing the Quantity of each Article Transported on the Murray canal during the Season of Navigation in 1912.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to U. States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements													
All other animal	15	22							15	22	37	37	
Barley													
Buckwheat													
Cement, bricks, &c	91,728								91,728		91,728	91,728	
Coal, hard	467						866		1,333		1,333	150	1,183
" soft		600						1,306	1	1,906	1,906	600	1,306
Coke													
Corn													
Dressed meats													
Flax													
Flour													
Fruits and vegetables	112	292							112	292	404	404	
Hay	34								34		34	34	
Hides and leather													
Household goods	5	13						5	5	18	23	5	18
Iron, pig and bloom													
Iron and steel, all other	7	6							7	6	13	11	2
Live stock													
Merchandise	5,592	4,051						20	5,592	4,071	9,663	9,634	29
Oats													
Other mill products		10								10	10		10
" packing house products													
" woods			300						300		300	300	
Ore, all other													
" copper													
" iron													
Peas													
Petroleum	39	35							39	35	74	61	13
Poultry, game and fish													
Potatoes													
Pulpwood													
Rye													
Sawed lumber	6								6		6	6	

Sand, &c	64,140								64,140		64,140	64,140	
Shingles													
Square timber		400								400	400	400	
Sugar	10								10		10	10	
Salt													
Wheat													
Wines, liquors and beers													
Wool													
Total freight	162,155	5,429	300				866	1,331	163,321	6,760	170,081	167,520	2,561

TABLE 7 No. 11.—GENERAL STATEMENT showing the Quantity of each Article Transported on the Ottawa canals during the Season of Navigation in 1912.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		adian.	United States.
Agricultural implements	136	12							136	12	148	148	
All other animal	87	1,860							87	1,860	1,947	1,947	
Barley													
Buckwheat	4								4		4	4	
Cement, bricks, &c	3,165	166							2,165	166	2,331	2,331	
Coal, hard							1,801		1,801		1,801		1,801
" soft	29,968						1,036		31,004		31,004	29,968	1,036
Coke													
Corn	32								32		32	32	
Dressed meats	1	10							1	10	11	11	
Flax													
Flour	363	22							363	22	385	385	
Fruits and vegetables	134	186							134	186	320	320	
Hay		2,580		568						3,148	3,148		
Hides and leather													
Household goods	264	77							264	77	341	341	
Iron, pig and bloom	1,054	11							1,054	11	1,065	1,065	
Iron and steel, all other	1,247	10							1,247	10	1,257	1,257	
Live stock	41	499							41	499	540	540	
Merchandise	7,346	3,294					898		8,244	3,294	11,538	10,640	898
Oats	61	5							61	5	66	66	
Other mill products	232	529							232	529	761	761	
" packing house products	262	83							262	83	345	345	
" woods	4	18,779							4	18,779	18,783	18,783	
Ore, all other	5,100								5,100		5,100		5,100
" copper													
" iron													
Pease	2								2		2	2	
Petroleum	616	138							616	138	754	754	
Poultry, game and fish		37								37	37	37	
Potatoes	27	439							27	439	466	466	
Pulpwood													
Rye													
Sand		98,729								98,729	98,729	98,729	

Sawed lumber	367	154,409		51,318				367	205,727	206,094	206,094			
Shingles		120							120	120	120			
Square timber	3	1,600						3	1,600	1,603	1,603			
Sugar	1,111	28						1,111	28	1,139	1,139			
Salt	1,465	6						1,465	6	1,471	1,471			
Wheat	94							94		94	94			
Wines, liquors and beers	906	8						906	8	914	914			
Wool														
Total freight	53,092	283,637		51,866		3,735		56,827	335,523	342,350	383,515	8,835		

TABLE No. 7, No. 12.—GENERAL STATEMENT showing the Quantity of each article transported on the Rideau canal during the Season of Navigation in 1912.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	524	352							524	352	876	876	
All other animals	411	1,706							411	1,706	2,117	2,117	
Barley	2	28							2	28	30	30	
Buckwheat	4	1							4	1	5	5	
Cement, bricks, &c	1,336	295							1,336	295	1,631	1,631	
Coal, hard	681	82					6,762		681	6,844	7,525	65	7,460
" soft	1,197	299					5,645		1,197	5,944	7,141	1,431	5,710
Coke		2								2	2	2	
Corn	9	69							9	69	78	78	
Dressed meats	97	104							97	104	201	201	
Flax													
Flour	171	300							171	300	471	471	
Fruits and vegetables	171	173							171	173	344	344	
Hay	1,072								1,072		1,072	1,072	
Hides and leather	22	15							22	15	37	37	
Household goods	335	205							335	205	540	540	
Iron, pig and bloom	766	137							766	137	903	903	
Iron and steel, all other	827	156							827	156	983	983	
Live stock	11	9							11	9	20	20	
Merchandise	6,941	2,448							6,941	2,448	9,389	9,389	
Oats	68	456							68	456	524	524	
Other mill products	311	332							311	332	643	643	
" packing house products	452	276							452	276	728	728	
" woods	2,621	845							2,621	845	3,466	3,466	
Ore, all other	1,480	805		170					1,480	975	2,455	2,455	
" copper													
" iron	2	4							2	4	6	6	
Peas	1	6							1	6	7	7	
Petrolum	585	376							585	376	961	961	
Poultry, game and fish	27	7							27	7	34	34	
Potatoes	53	32							53	32	85	85	
Pulpwood	45	1,224							45	1,224	1,269	1,269	
Rye	1								1		1	1	
Sand	49,735	38,667							49,735	38,667	88,402	88,402	

Sawed lumber	5,439	18,077							5,439	18,077	23,516	23,516	
Shingles	180	12							180	12	192	192	
Square timber	9	190							9	190	199	199	
Sugar	405	175							405	175	580	580	
Salt	1,575	232							1,575	232	1,807	1,807	
Wheat	25	710							25	710	735	735	
Wines, liquors and beers	973	171							973	171	1,144	1,144	
Wool	6	8							6	8	14	14	
Total freight	78,570	68,986		170				12,407	78,570	81,563	160,133	146,963	13,170

TABLE 7, No. 13.—GENERAL STATEMENT showing the Quantity of each Article Transported on the Trent Valley canals during the Season of Navigation in 1912.

Articles.	From Canadian to Canadian Ports.		From Canadian to American Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	20	21							20	21	41	41	
All other animals	33	59							33	59	92	92	
Barley	4								4		4	4	
Buckwheat	1	236							1	236	237	237	
Cement, bricks, &c	494	1,118							494	1,118	1,612	1,612	
Coal, hard	109	29							109	29	138	138	
" soft	142	30							142	30	172	172	
Coke													
Corn													
Dressed meats	1								1		1	1	
Flax													
Flour	64	35							64	35	99	99	
Fruits and vegetables	14								14		14	14	
Hay	161								161		161	161	
Hides and leather	2								2		2	2	
Household goods	46	82							46	82	128	128	
Iron, pig and bloom	4	62							4	62	66	66	
Iron and steel, all other	6								6		6	6	
Live stock	224	42							224	42	266	266	
Merchandise	946	557							946	557	1,503	1,503	
Oats	131								131		131	131	
Other mill products	53	126							53	126	179	179	
" packing house products													
" woods	20,550	21,143							20,550	21,143	41,693	41,693	
Ore, all other	164	2,499							164	2,499	2,663	2,663	
" copper													
" iron		5								5	5	5	
Peas	45								45		45	45	
Petroleum	48	3							48	3	51	51	
Poultry, game and fish													
Potatoes	111	2							111	2	113	113	
Pulpwood	1,731	19,584							1,731	19,584	21,315	21,315	
Rye	1								1		1	1	
Sand	349								349		349	349	

Sawed lumber	982	1,748							982	1,748	2,730	2,730	
Shingles	54	91							54	91	145	145	
Square timber	1,039	567							1,039	567	1,606	1,606	
Sugar	24	5							24	5	29	29	
Salt													
Wheat	1,530								1,530		1,530	1,530	
Wines, liquors and beers	18	5							18	5	23	23	
Wool													
Total freight	29,101	48,049							29,101	48,049	77,150	77,150	

TABLE 7, No. 14.—GENERAL STATEMENT showing the Quantity of each Article Transported on the St. Andrews canal during the Season of Navigation in 1912.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States. Ports.		From United States. to United States. Ports.		From United States. to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements		5								5	5	5	
All other animal													
Barley													
Buckwheat													
Cement, bricks, &c													
Coal, hard	410	156							410	156	566	566	
" soft													
Cake													
Corn													
Dressed meats													
Flax													
Flour		16								16	16	16	
Fruits and vegetables													
Hay		5								5	5	5	
Hides ond leather													
Household goods		12								12	12	12	
Iron, pig and bloom													
Iron and steel, all other		2								2	2	2	
Live stock													
Merchandise		41								41	41	41	
Oats		5								5	5	5	
Other mill products													
" packing house products													
" woods	5,154								5,154		5,154	5,154	
Ore, all other													
" copper													
" iron													
Peas													
Petroleum													
Poultry, game and fish													
Potatoes	11								11		11	11	
Pulpwood		6,822								6,822	6,822	6,822	

Rye													
Sand	80,733							80,733		80,733	80,733		
Sawed lumber	1,736	441						1,736	441	2,177	2,177		
Shingles													
Square timber													
Sugar													
Salt													
Wheat													
Wines, liquors and beert													
Wool													
Total freight	88,044	7,505						88,044	7,505	95,549	95,549		

TABLE 8.—STATEMENT showing the Classified Tonnage of all kinds of Vessels

SAULT STE.

CANADIAN.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	5,000 to 5,142 tons	1	5,142	1	5,000 to —— tons	....	.....
2	4,000 " 5,000 "	2	8,900	2	4,000 " 5,000 "	....	.....
3	3,000 " 4,000 "	2	6,800	3	3,000 " 4,000 "	....	.....
4	2,000 " 3,000 "	10	23,900	4	2,000 " 3,000 "	....	.....
5	1,000 " 2,000 "	70	90,000	5	1,000 " 2,000 "	....	.....
6	Under 1,000	52	13,550	6	Under 1,000	20	3,305
	Total	137	148,292		Total	20	3,305

WELLAND

1	250 to 1,667 tons	86	89,525	1	250 to 1,239 tons	23	15,125
2	200 " 249 "	3	625	2	200 " 249 "	2	400
3	150 " 199 "	2	325	3	150 " 199 "	1	150
4	100 " 149 "	6	675	4	100 " 149 "	6	660
5	50 " 99 "	4	330	5	50 " 99 "	4	310
6	Under 50 "	24	555	6	Under 50 "	3	30
	Total	125	92,035		Total	39	16,615

ST. LAWRENCE

1	250 to 1,597 tons	102	92,390	1	250 to 1,297 tons	93	44,610
2	200 " 249 "	5	1,050	2	200 " 249 "	16	3,300
3	150 " 199 "	7	1,150	3	150 " 199 "	45	7,740
4	100 " 149 "	13	1,880	4	100 " 149 "	70	8,150
5	50 " 99 "	37	2,590	5	50 " 99 "	50	3,630
6	Under 50 "	71	1,415	6	Under 50 "	10	325
	Total	235	100,475		Total	284	67,755

RIDEAU, OTTAWA

1	250 to 371 tons	5	1,520	1	250 to 370 tons	4	1,200
2	200 " 249 "	1	220	2	200 " 249 "	8	1,660
3	150 " 199 "	8	1,360	3	150 " 199 "	37	6,080
4	100 " 149 "	8	900	4	100 " 149 "	35	4,230
5	50 " 99 "	14	975	5	50 " 99 "	18	1,310
6	Under 50 "	55	820	6	Under 50 "	17	295
	Total	91	5,795		Total	119	14,775

passed through the following canals during the Season of Navigation, 1912.

MARIE CANAL.

UNITED STATES.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	5,000 to 6,498 tons	70	384,498	1	5,000 to ——tons	....	.....
2	4,000 " 5,000 "	89	406,400	2	4,000 " 5,000 "	....	.....
3	3,000 " 4,000 "	132	453,600	3	3,000 " 4,000 "	2	7,000
4	2,000 " 3,000 "	37	98,400	4	2,000 " 3,000 "	....	.....
5	1,000 " 2,000 "	44	71,100	5	1,000 " 2,000 "	....	.....
6	Under 1,000 "	24	7,890	6	Under 1,000 "	8	3,450
	Total..	396	1,421,888		Total..	10	10,450

CANAL.

1	250 to 2,653 tons	70	73,550	1	250 to 2,052 tons	9	7,875
2	200 " 249 "	2	400	2	200 " 249 "	3	600
3	150 " 199 "	5	850	3	150 " 199 "	2	300
4	100 " 149 "	3	325	4	100 " 149 "	2	225
5	50 " 99 "	14	940	5	50 " 99 "	2	110
6	Under 50 "	6	700	6	Under 50 "	3	75
	Total..	100	76,765		Total..	21	9,185

CANAL.

1	250 to 1,919 tons	38	37,800	1	250 to 756 tons	8	3,766
2	200 " 249 "	1	240	2	200 " 249 "	1	210
3	150 " 199 "	2	310	3	150 " 199 "	1	160
4	100 " 149 "	2	210	4	100 " 149 "	122	12,790
5	50 " 99 "	12	830	5	50 " 99 "	41	4,095
6	Under 50 "	18	215	6	Under 50 "	....	.....
	Total..	73	39,605		Total..	173	21,021

AND CHAMBLY CANALS.

1	250 to ——tons	....	.....	1	250 to ——tons	....	.....
2	200 " 249 "	....	.....	2	200 " 249 "	....	.....
3	150 " 199 "	....	.....	3	150 " 199 "	10	1,680
4	100 " 149 "	....	.....	4	100 " 149 "	170	18,710
5	50 " 99 "	....	.....	5	50 " 99 "	429	40,380
6	Under 50 "	1	15	6	Under 50 "	....	.....
	Total..	1	15		Total..	609	60,770

APPENDIX

DOMINION CANALS

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers, are as follows:—

First—The through route between Montreal and the head of Lake Superior (14 feet minimum depth of water.)

	Miles.
1. Lachine canal	8½
Lake St. Louis and River St. Lawrence	16
2. Soulanges canal	14
Lake St. Francis and River St. Lawrence	31
3. Cornwall canal	11¼
River St. Lawrence	5
4. Farran's Point canal	1½
River St. Lawrence	9½
5. Rapide Plat canal	3⅜
River St. Lawrence	4
6. Galops canal	7⅓
River St. Lawrence and Lake Ontario	228
7. Welland canal	26¾
Lake Erie, Detroit river, Lake St. Clair, Lake Huron, &c.	574
8. Sault Ste. Marie canal	1¼
Lake Superior to Port Arthur	272
Total	1,214
To Duluth	1,336
Chicago	1,240

Second.—Ottawa to Lake Champlain.

1. Grenville. 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours canals.

Third.—Ottawa to Kingston and Perth.

1. Rideau canal.

Fourth.—Lake Ontario at Trenton to Lake Huron at mouth of River Severn.

1. Trent canal (not completed).

Fifth.—Ocean to Bras d'Or lakes.

1. St. Peter's canal.

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,217 statute miles. The distance to Duluth is 2,339 statute miles. The distance to Chicago, 2,243 miles.

From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 1,003 miles. From Quebec to Montreal, the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826, the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year, assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and Lake Superior is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 74 miles; total lockage (or height directly overcome by locks), 553¼ feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canal, situated on the United States side of the River St. Mary. Both these canals are free of toll.

It is important to note that the enlargement of the canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

LACHINE CANAL.

First construction	commenced	1821
"	completed	1825
First enlargement	commenced	1843
"	completed	1848
Second enlargement	commenced	1873
"	completed	1901
Length of canal		8½ statute miles.
Number of locks		5
Dimensions of locks		270 feet by 45 feet.
Total rise of lockage		45 feet.
Depth of water on sills.	at two locks	18 "
	at three locks	14 "
Average width of new canal		150 "

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bars the ascent of the River St. Lawrence. They are 1,006 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

Construction commenced		1892
Open for traffic		1899
Length of canal		14 statute miles.
Number of locks	lift	4
	guard	1
Dimensions of locks		280 feet by 45 feet.
Total rise of lockage		84 feet
Depth of water on sills		15 "
Breadth of canal at bottom		100 "
Breadth of canal at water surface		164 "
Number of arc lights		219 of 2,000 c. p. each.

The canal extends from Cascade point to Coteau Landing, overcoming the Cascade Rapids, Cedar rapids and Coteau rapids.

From the head of the Lachine to the foot of the Soulanges, the distance is sixteen miles.

CORNWALL CANAL.

First commenced, 9 feet		1844
" opened		1847
Enlargement commenced		1897
" completed		1900
Length of canal		11 statute miles.
Number of locks		6
Dimensions of locks		270 feet by 75 feet.
Total rise of lockage		48 feet.
Depth of water on sills		14 "
Breadth of canal at bottom		90 "
Breadth of canal at water surface		154 "

The old lift locks, 200 feet by 55 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis, of 31 miles, which is being made navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault rapids from the town of Cornwall to Dickinson's landing.

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat and Galops canals are collectively known as the Williamsburg Canals.

FARRAN'S POINT CANAL.

First commenced, 9 feet	1844
" opened	1847
Enlargement commenced	1897
" completed	1900
Length of canal	1½ miles.
Number of locks	1
New lock	800 feet by 45 feet
Old lock	200 "
Total rise or lockages	3½ feet.
Depth of water on sills of new lock	14 "
Depth of water on sills of old lock	9 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

First commenced, 9 feet	1844
" opened	1847
Enlargement commenced	1884
" completed	1897
Length of canal	3⅔ miles.
Number of locks	2
Dimensions of locks	270 feet by 45 feet.
Total rise in lockage	11½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	152 "

The old lift lock, 200 feet by 45, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of 9½ miles. This canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

First commenced, 9 feet	1844
Opened	1846
Enlargement commenced	1888
" completed	1903
Length of canal	7¾ miles.
Number of locks	3
Dimensions of locks. {one of which is a guard lock.}	{800 by 50. 270 by 45. 303 by 45.
Total rise of lockage	15½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable 4½ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

MURRAY CANAL.

Construction begun	1882
Completed	1890
Length between eastern and western pier heads	5⅛ miles.
Breadth at bottom	80 feet.
Breadth at water surface	124
Depth below lowest known lake level	11
No locks.	

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinte and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

	Old Line.	Enlarged or New Line.
Length of canal	27½ miles	26¾ miles
Pairs of guard-gates (formerly 3)	2	1
Number of locks lift	26	25
Number of locks guard	1	1
Dimensions	1 lock 270 x 45 1 lock 200 x 45 1 (tidal) 230 x 45 24 locks 150 x 26 ft. 6in.	270 feet x 45 feet.
Total rise or lockage	326¾ feet	326¾ feet.
Depth of water on sills	10½ "	14 "
Construction commenced, 8 feet		1824
" Completed		1833
Enlargement commenced, 14 feet		1872
" completed		1887

WELLAND RIVER BRANCHES.

Length of canal—	
Port Robinson cut to River Welland	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct	300 ".
Chippewa cut to River Niagara	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson	2
Dimensions of locks	150 by 26½ feet.
Total lockage from the canal at Welland down to River Welland	10 feet.
Depth of water on sills	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal	21 miles.
Number of locks	2
Dimensions of locks	1 of 150 by 26½ feet. 1 of 300 by 45 " 28 "
Total rise or lockage	10 feet.
Depth of water on sills	9 feet.

PORT MAITLAND BRANCH.

Length of canal	1¾ miles.
Number of locks	1
Dimensions of locks	185 feet by 45 feet.
Total rise or lockage	7 feet.
Depth of water on sills	7½ feet.

The Welland canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 274 miles, and to Duluth 397 miles.

SAULT STE. MARIE CANAL.

Construction commenced	1888
Opened for traffic	1895
Length of canal, between the extreme ends of the entrance piers	7,472 feet.
Number of locks	1
Dimensions of locks	900 feet by 60 feet.
Depth of water on sills (at lowest known water level)	18 feet 3 inches.
Total rise or lockage	18 feet.
Breadth of canal at bottom	141 feet 8 inches.
Breadth at surface of water	150 feet.

This canal has been constructed through St. Mary's island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior. The masonry pier of the bridge carrying the Canadian Pacific Railway over the canal, which stood in the channel of the canal, forming an obstruction to navigation, has been removed; the swing now spanning the full width of the channel or prism of the canal.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245⅝ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

Ottawa River Canals.

The Ste. Anne's lock.	Grenville canal.
Carillon canal.	Rideau canal.

The total lockage (not including that of the Lachine canal) is 509 feet (345 rise, 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Intermediate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine canal	8½	
From Lachine to Ste. Anne's lock	15	23½
Ste. Anne's lock and piers	⅛	23⅝
Ste. Anne's lock to Carillon canal	27	50⅝
The Carillon canal	⅛	51
The Carillon to Grenville canal	6¼	57⅛
The Grenville canal	5¾	63
From the Grenville canal to entrance of Rideau navigation	56	119
Rideau navigation ending at Kingston	126¼	245⅝

STE. ANNE'S LOCK.

Construction commenced	1814.
" completed	1816
Rebuilt of wood	1833
" in masonry	1843.

	Old Lock.	New Lock.
Length of canal	⅛ mile.	⅛ mile.
Number of locks	1	1
Dimensions of locks	190 x 45 feet.	200 x 45 feet.
Total rise or lockage	3 feet.	3 feet.
Depth of water on sills	6 "	9 "

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLON CANAL.

Construction commenced	1819
" completed	1833
Enlargement commenced	1871
" completed	1887
Length of canal	¾ mile.
Number of locks	2
Dimensions of locks	200 x 45 feet.
Total rise or lockage	16 feet.
Depth of water on sills	9 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	110 "

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal there is navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Construction commenced	1819
" completed	1833
Enlargement commenced	1871
" completed	1887
Length of canal	5¾ miles.
Number of locks	5
Dimensions of locks	200 x 45 feet.
Total rise or lockage	43¾ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	40 to 50 feet.
Breadth of canal at surface of water	50 to 80 "

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

Construction commenced	1826
" completed	1832

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.

Length of navigation waters	126¼ miles.
Number of locks going from Ottawa to Kingston	35 ascending. 14 descending.
Totol lockage.....457½ feet	292¼ rise and 165¼ fall at low water.
Dimensions of locks	134 x 33 feet.
Depth of water on sills	5 feet.
Navigation depth through the several reaches	5 "
Breadth of canal reaches at bottom	60 feet in earth. 54 feet in rock.
Breadth of canal at surface of water	80 feet in earth.

PERTH BRANCH.

Construction commenced	1883	
" completed	1892	
Length of canal	7	miles.
Number of locks	2	
Dimensions of locks	134	feet x 33 feet.
Total rise or lockage	26	"
Depth of water on sills	5	" 6 inches.
Length of dam	200	"
Breadth of canal at bottom	40	" in rock.
	60	" in clay.
Breadth of canal at surface of water	80	"

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolfe lake system.

2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.

3. The southwest descending level to Kingston, supplied by the Mud lake system formerly known as the Devil lake system, discharging into Lake Openicon.

Lake Openicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow into Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin of Chambly; thence, by the Chambly canal, to St. Johns, and up the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distances between Sorel and New York:—

Section of Navigation.	Intermediate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours lock	14	14
St. Ours lock to Chambly canal	32	46
Chambly canal	12	58
Chambly canal to boundary line	23	81
Boundary line to Champlain canal	111	192
Champlain canal to junction with Erie canal	66	258
Erie canal, from junction to Albany	7	265
Albany to New York	146	411

ST. OURS LOCK DAM.

Construction commenced	1844	
" completed	1849	
Length	⅛	mile.
Number of locks	1	
Dimensions of lock	200	feet by 45 feet.
Total rise of lockage	5	feet.
Depth of water on sills	7	feet at low water.
Length of dam in eastern channel	300	"
Length of dam in western channel	690	"

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Construction commenced	1831		
" completed	1843		
Length of canal	12	miles.	
Number of locks	9		
Dimensions of locks:—			
Guard lock, No. 1 at St. Johns	122	feet.	
Lift " 2	124	"	From 22½ to 24 feet wide.
" " 3, 4, 5, 6	118	"	
" " 7, 8, 9 combined	125	"	
Total rise or lockage	74	"	
Depth of water on sills	6½	"	
Breadth of canal at bottom	36	"	
Breadth of canal at surface of water	60	"	

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 155 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence by the River Severn to Georgian bay, Lake Huron; the total distance being about 200 miles, of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial Government in 1837, was deferred. By certain works, however, below specified, sections of these

waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog to Port Perry, a distance of 174 miles from Trenton.

The following table gives the distance of navigable and unnavigable reaches:—

From Trenton, Bay of Quinté to Nine Mile rapids ..	—	9
Nine Mile rapids to Percy landing..	19½	—
Percy landing to Heeley's Falls dam..	—	14½
Heeley's Falls dam to Peterborough..	51¾	—
Peterborough to Lakefield..	—	9½
Lakefield to a point across Balsam lake..	61	—
	132¼	33
Total distance, Bay of Quinté to a point across Balsam lake..		165¼
From Sturgeon point on Sturgeon lake, 48¾ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog..		27

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young's point, Burleigh rapids, Lovesick, Buckhorn rapids, Bobcaygeon, Fenelon falls and Rosedale; also dams at Lakefield, Young's point, Burleigh falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine Mile rapids of the River Otonabee maintains navigation on Lake Katchewannoe up to Young's point.

At Young's point, 5 miles from Lakefield, the dam between Lake Katchemannoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal.

At Burleigh rapids, 10 miles from Young's point, a canal, about 2¼ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

At Buckhorn rapids, 7 miles from Burleigh rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, 15¾ miles from Buckhorn rapids, a dam, 553 feet long, controls the water level to Fenelon falls.

At Fenelon falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length connects Sturgeon lake with Cameron lake.

The following is a list of the locks, with their dimensions:—

1	Lock at Rosedale (maintained by the Ontario government), 100′ x 30′ x 4′ 6′ to 6′ 6″ depth water on mitre sill.				
2	Locks at Fenelon.... ..	134′ x 33′ x 5′ 0″ to	7′ 6″	depth water on	mitre sill.
1	" Lindsay	134′ x 33′ x 5′ 0″ to	7′ 6″	"	"
1	" Bobcaygeon ..	134′ x 33′ x 5′ 8″ to	7′ 0″	"	"
1	" Buckhorn	134′ x 33′ x 5′ 0″ to	9′ 0″	"	"
1	" Lovesick	134′ x 33′ x 5′ 0″ to	9′ 4″	"	"
2	" Burleigh	134′ x 33′ x 6′ 0″ to	8′ 0″	"	"
1	" Young's point.	134′ x 33′ x 5′ 0″ to	14′ 0″	"	"
1	" Peterborough .	134′ x 33′ x 5′ 0″ to	10′ 0″	"	"
1	" Hastings	134′ x 33′ x 7′ 0″ to	10′ 6″	"	"
1	" Chisholms .. .	134′ x 33′ x 5′ 0″ to	8′ 6″	"	"
13					

ST. PETER'S CANAL, CAPE BRETON.

Construction commenced	1854
" completed	1869
Enlargement begun	1875
" completed	1881
Length of canal	About 2,600 feet.
Breadth at water line	50 feet.
Lock	One tidal lock, 4 pairs of gates.
Dimensions	200 feet by 48 feet.
Depth of water on sills	18 feet at lowest water.
Depth through canal	19 "
Extreme rise and fall of tide in St. Peter's bay	7 "

This canal connects St. Peter's bay on the northern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

BEAUHARNOIS CANAL.

Construction begun	1842
" completed	1845
Length of canal	12 statute miles.
Number of locks	9
Dimensions of locks	200 feet by 45 feet.
Total rise or lockage	82½ "
Depth of water on sills	9 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	120 "

As the new Soulanges canal is now opened for navigation, the Beauharnois canal is abandoned for navigation purposes.

EARLIER CANALS.

A system of three canals preceded the Bearharnois. These were:—

COTEAU DU LAC CANAL.

Construction commenced	1779
" completed	1780

SPLIT ROCK CANAL.

Construction commenced	1779
" completed	1780

CASCADE POINT CANAL.

Construction commenced	1782
" completed	1783

The locks were 20 x 6 feet, and provided for a draft of 2 feet. In 1814 the work of widening them to 12 feet was begun, and finished in 1817.

Two canals were also constructed off Burlington Bay, Ontario. They were:—

BURLINGTON BAY CANAL.

Construction	commenced	1825
"	completed	1832

DESJARDINS CANAL.

Construction	commenced	1826
"	completed	1837

Neither of these canals required locks. They have for many years been abandoned. The depth of water provided in the first instance was 7½ feet.

RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1912

(From sworn Returns furnished by the several Railroad Companies.)

A. W. CAMPBELL,
Deputy Minister of the Department of Railways and Canals

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
No. 20*l*—1913 1913

To Field Marshal, His Royal Highness Prince Arthur William Patrick Albert, Duke of Connaught and of Strathearn, Earl of Sussex (in the Peerage of the United Kingdom), Prince of the United Kingdom of Great Britain and Ireland, Duke of Saxony, Prince of Saxe-Coburg and Gotha; Knight of the Most Noble Order of the Garter; Knight of the Most Ancient and Most Noble Order of the Thistle; Knight of the Most Illustrious Order of Saint Patrick; a Member of the Most Honourable Privy Council; Great Master of the Most Honourable Order of the Bath; Knight Grand Commander of the Most Exalted Order of the Star of India; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Commander of the Most Eminent Order of the Indian Empire; Knight Grand Cross of the Royal Victorian Order; Personal Aide-de-Camp to His Majesty the King; Governor General and Commander-in-Chief of the Dominion of Canada.

May it please Your Royal Highness:

The undersigned has the honour to present to your Royal Highness the Annual Report of the Comptroller of Statistics for the year ended June 30, 1912.

F. COCHRANE,

Minister of Railways and Canals.

To the Honourable F. COCHRANE,

Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the railway interests of Canada for the year ended June 30, 1912.

This is the sixth report compiled from the schedules which were put into force on July 1, 1906.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,

Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,

OTTAWA, November 15, 1912.

A. W. CAMPBELL, Esq., C.E.,

Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Railway Statistics for the year ended June 30, 1912.

The statistics which follow reveal a year of gratifying progress and development in respect of the Railway interests of the Dominion.

RAILWAY MILEAGE.

The addition to operating railway mileage during the year was 1,330·37 miles, bringing the total up to 26,727·23. Of the increase of 1,330·37 miles, slightly over 83 per cent took place in the four western provinces.

There were actually 1,622·50 miles of additional line in operation during the year, chiefly attached to the Grand Trunk Pacific Railway, which were officially regarded as being under construction.

The facts with regard to mileage under construction on 30th June last were ascertained to be as follow:—

Province.	Surveyed.	Under Contract.	Completed	In Operation.	Total.
Alberta	700 00	795 65	717 95	400·80	2,614 40
Saskatchewan	.....	.....	376 80	415 10	791 90
Manitoba	.....	136 42	49·19	285 12	470 73
British Columbia	553 50	581 60	.....	164 00	1,299 10
Ontario	11 00	1,372 75	115 44	357 48	1,856 67
Quebec	210 00	913 06	222 40	.....	1,345 46
New Brunswick	.....	191 28	256 26	.....	447 54
Total	1,474 50	3,990 76	1,738 04	1,622 50	8,825 80

Special effort was not made to ascertain the mileage of projected lines, or of lines which had been actually surveyed. If that had been done, the aggregate would have gone well over 10,000 miles. The figures given in the foregoing table in respect to mileage surveyed have reference to lines for which tenders were about to be asked.

The facts with respect to electric railway mileage throughout the Dominion will be found near the close of these introductory observations.

The record of railway mileage since 1835 is as follows:—

Year.	Miles in operation.	Year.	Miles. in operation.
1835	0	1874	4,331
1836	16	1875	4,804
1837	16	1876	5,218
1838	16	1877	5,782
1839	16	1878	6,226
1840	16	1879	6,858
1841	16	1880	7·194
1842	16	1881	7 331
1843	16	1882	8,697
1844	16	1883	9,577
1845	16	1884	10,273
1846	16	1885	10,773
1847	54	1886	11,793
1848	54	1887	12,184
1849	54	1888	12,163
1850	66	1889	12,628
1851	159	1890	13,151
1852	205	1891	13,838
1853	506	1892	14,564
1854	764	1893	15,005
1855	877	1894	15,627
1856	1,414	1895	15,977
1857	1,444	1896	16,270
1858	1,863	1897	16,550
1859	1,994	1898	16,870
1860	2,065	1899	17,250
1861	2,146	1900	17,657
1862	2,189	1901	18,140
1863	2,189	1902	18,714
1864	2,189	1903	18,988
1865	2,240	1904	19,431
1866	2,278	1905	20,487
1867	2,278	1906	21,353
1868	2,270	1907	22,452
1869	2,524	1908	22,966
1870	2,617	1909	24,104
1871	2,695	1910	24,731
1872	2,899	1911	25,400
1873	3,832	1912	26,727

Railway mileage for 1912 was distributed by Provinces as follows:—

Province.	Miles.	Increase.
Ontario	8,545 56	223 84
Quebec	3,882 61	·96
Manitoba	3,520 42	54·24
Saskatchewan	3,753 85	633·13
Alberta	1,896 64	402·40
British Columbia	1,854 53	12·64
New Brunswick	1,545 10	.....
Nova Scotia	1,357 48	3·66
Prince Edward Island	269,33	.....
Yukon Territory	101 71	.....
Total	26,727 23	1,330 87

A deduction of 3·50 miles was made from the Province of New Brunswick in correction of an error in the returns for the preceding year, leaving the net increase 1,327·37.

The advance made in railway mileage by Provinces during the past six years is disclosed in the following table:—

Province.	1907.	1908.	1909.	1910.	1911.	1912.
Ontario	7,638	7,933	8,229	8,230	8,322	8,546
Quebec	3,516	3,574	3,663	3,795	3,882	3,883
Manitoba	3*074	3,111	3,205	3,221	3,466	3,520
Saskatchewan	2,025	2,081	2,631	2,932	3,121	3,754
Alberta	1,323	1,323	1,321	1,488	1,494	1,897
British Columbia	1,686	1,733	1,796	1,832	1,842	1,855
New Brunswick	1,503	1,509	1,547	1,522	1,548	1,545
Nova Scotia	1,329	1,344	1,351	1,351	1,354	1,357
Prince Edward Island	267	267	269	269	269	269
Yukon	91	91	91	91	102	102

The increase of second track during the year was 142·53 miles, which was 86 miles better than the showing made in that regard in 1911. The total of second track was brought up to 1,752·49 miles.

Yard track and sidings showed an increase of 599·39 miles, bringing the aggregate up to 6,148·92.

The facts with regard to second track and yard track and sidings for six years are as follow:—

——	1907.	1908.	1909.	1910.	1911.	1912.
Double track	1,067	1,211	1,464	1,543	1,610	1,752
Yard track and sidings	4,092	4,546	4,761	5,155	5,550	6,149

Combining single track, second track, and yard track and siding mileage, the totals since 1907 are as follow:—

Year.	Miles.	Increase.
1907	27,967	.....
1908	29,068	1,101
1909	30,329	1,261
1910	31,429	1,100
1911	32,559	1,130
1912	34,629	2,070

These additions have a direct bearing on transportation facilities as a whole, and in that regard do not fall below the increase of first track mileage in final importance. The ratio, it will be seen, has been steadily rising since 1907.

Tables Nos. 1, 2 and 3 will afford information in detail, and by Provinces with regard to mileage.

RAILWAY CAPITAL.

During the year ended June 30 last, $21,251,664 was added to the stock liability of railways, and $38,996,661 on account of funded debt—representing a total addition of $60,248,325. This increase over 1911 brought the total capital liability up to $1,588,937,526.

The facts with respect to capital liability in 1911 and 1912, for purposes of comparison, are as follows:—

Capital.	1911.	1912.	Increase.
	$	$	$
Stocks	749,207,687	770,459,351	21,251 664
Funded debt	779,481,514	818,478,175	38,996,661
Total	1,528,689,201	1,588,937,526	60,248,325

It will be observed that, with double the operating mileage added in 1912, the amount of capital liability was slightly more than half the increase for 1911. This is explained by (1) ma ket conditions, and (2) the issue of stocks and bonds prior to the completion of line mileage. In other words, the obligation is incurred before track mileage can be officially recorded.

The funded debt of railways was, in 1910, 1911 and 1912, distributed under the following heads:—

Funded debt.	1910.	1911.	1912.
	$	$	$
Bonds	696,677,305	732,693,760	772,532,108
Miscellaneous obligations	8,365,077	13,079,015	12,608,718
Income bonds	5,036,546	20,036,546	17,119,466
Equipment trust obligations	12,661,372	13,672,193	16,217 883
Total	722,740,300	779,481,514	818,478,175

If the total capital liability of $1,588,937,526, as given above, be divided by the 26,727 miles of operating line shown on a preceding page, the result would be $59,454 per mile of line. It would be quite misleading, however, to make such a calculation. Neither the divisor nor the dividend is correct. The mileage, for example, includes Government owned and operated lines, to which no capital liability attaches. On the other hand, the capital figures embrace the liability of unfinished lines, such as the Grand Trunk Pacific, which do not appear in the mileage column. The deductions under this head amount to $134,321,020. Then there is considerable duplication. It has not been practicable to ascertain the exact amount thereof, created chiefly by the issue of stocks and bonds for the purchase or control of smaller roads by the larger, but it is known to be not less than $210,000,000. Joining these two sums, and substracting the total from the $1,588,937,526 already indicated, the remainder is $1.244,616,506. For immediate statistical purposes that might be regarded as the proper capital liability of Canadian railways.

The elimination of Government owned lines, and such other lines as should not figure in the mileage column, reduces the total to 24,485. Using these factors, it will be seen that the capital liability of railways in Canada amounts to $50,832 per mile. This is a relatively low figure.

The mileage, capital cost, and cost per mile of Government owned and operated railways are given in the following table:—

Government Lines.	Miles of Line.	Capital cost.	Cost per mile.
		$	$
Intercolonial	1,463	94,746,391	64,761
Prince Edward Island	269	8,687,727	32,296
Temiskaming and Northern Ontario	302	17,665,500	58,495
New Brunswick Coal and Railway	58	1,936,600	33,398

Following is a table showing the facts with respect to the capital liability of Canadian Railways since 1876:—

Year.	Stocks.	Funded Debt.	Total.
	$	$	$
1876	180,955,657	76,079,531	257,035,188
1877	182,578,994	79,676,382	262,255,376
1878	191,331,767	83,710,938	275,042,705
1879	192,674,553	81,151,628	273,826,181
1880	189,956,177	80,661,316	270,617,493
1881	199,527,981	84,891,313	284,419,293
1882	216,468,465	92,487,932	306,956,397
1883	269,092,615	102,134,295	371,226,910
1884	285,077,822	109,310,963	394,388,785
1885	312,183,162	141,370,963	453,553,125
1886	317,141,948	169,359,306	486,501,254
1887	324,128,738	194,801,553	518,930,291
1888	327,493,882	228,617,728	556,111,610
1889	332,559,672	261,675,226	584,234,898
1890	338,177,386	266,885,707	605,063,093
1891	339,769,786	292,291,654	632,061,440
1892	344,400,282	305,120,200	649,520,482
1893	371,877,287	307,225,888	679,103,175
1894	361,760,508	327,003,803	688,764,311
1895	361,449,590	330,785,546	692,235,136
1896	361,075,340	336,137,601	697,212,941
1897	367,611,048	348,834,086	716,445,134
1898	378,151,790	354,946,865	733,098,655
1899	391,300,360	362,053,495	753,353,855
1900	410,326,095	373,716,704	784,042,799
1901	424,414,314	391,696,523	816,110,837
1902	460,401,863	404,806,847	865,208,710
1903	483,770,312	424,100,762	907,871,074
1904	492,752,530	449,114,035	941,866,565
1905	526,353,951	465,543,967	991,897,918
1906	561,655,395	504,226,234	1,065,881,629
1907	588,563,591	583,369,217	1,171,937,808
1908	607,891,349	631,869,664	1,239,761,013
1909	647,534,647	660,946,769	1,308,481,416
1910	687,557,387	722,740,300	1,410,297,687
1911	749,207,687	779,481,514	1,528,689,201
1912	770,459,351	818,478,175	1,588,937,526

The relationship of dividends and net earnings to share capital during the past six years is shown in the following tables:—

Year.	Dividends paid.	Share Capital.	Per cent.
	$	$	
1907	12,760,435	588,568,591	2·17
1908	12,955,243	607,891,349	2·11
1909	19,230,126	647,534,647	2·97
1910	21,747,914	687,557,387	3·16
1911	30,577,740	749,207,687	4·08
1912	31,164,791	770,459,351	4·04

	Net Earnings.	Share Capital.	Per cent.
	$	$	
1907	42,989,537	588,568,591	7·30
1908	39,614,171	607,891,349	6·51
1909	40,456,252	647,534,647	6·24
1910	53,550,777	687,557,387	7,78
1911	57,698,709	749,207,687	7·70
1912	68,677,213	770,459,351	8·91

Of the foregoing payment of dividends, $18,487,000 was paid in common stocks, and $12,677,791.31 on preferred stock.

Detailed information with respect to the capital liability of individual railway corporations will be found in Table 4.

AID TO RAILWAYS.

During the year $5,892,818.34 was given in cash as aid to railways. This sum includes $4,994,416.34 paid to the Grand Trunk Pacific under the Implement Clause of the agreement between the Dominion Government and that Company. That clause provides that Government shall make up the difference between the amount realized on certain bonds and their par value. This is not exactly a subsidy; but there can be no question as to the propriety of classifying such a payment as aid. The whole amount of aid in cash for the year was made up as follows:—

By the Dominion	$	5,858,163.34
By the Province		26,155.00
By Municipalities		8,500.00
Total	$	5,892,818.34

A discrepancy appears as between the aid given by Provinces in the table next succeeding and the table on a later page. It has arisen through defective records between the years 1875 and 1890, which cannot now be corrected: so both statements are published.

The account respecting cash subsidies stood, on June 30, as follows:—

Year.	Dominion.	Provinces.	Municipalities.
	$ cts.	$ cts.	$ cts.
1876	*18,564,352,37	4,203,240 43	5,384,005 70
1877	16,235,185 33	4,338,498 02	5,606,799 31
1878	26,438,914 96	14,292,002 29	6,877,078 63
1879	26,438,914 96	14,593,001 91	7,408,478 63
1880	32,761,920 65	17,639,206 60	8,310,944 63
1881	37,629,207 33	*a*16,676,266 29	8,395,944 63
1882	37.731,208 33	17,044,628 91	9,080,944 63
1883	49,548,639 93	18,342,102 80	9,617,055 94
1884	†78,123,918 18	19,836,055 93	9,875,055 94
1785	92·762,967 17	19,137,719 93	11,034,450 43
1886	87,426,814 52	19,338,679 93	11,310,892 43
1887	91,228,674 03	21,204,993 01	11,500,892 43
1888	*c*90,644,574 40	23,342,758 82	11,625,050 43
1889	91,888,491 21	24,036,306 80	11,699,724 43
1890	93,889,277 76	25,086,285 41	11,786,224 43
1891	96,529,524 07	25,731,965 43	11,907,009 43
1892	97,601,639 53	26,997,435 78	14,139,234 99
1893	100,422,165 09	28,229,355 49	14,272,456 99
1894	102,087,290 06	29,368,697 75	14,374,610 99
1895	‡103,451,148 93	29,727,512 63	14,376,686 99
1896	101,961,763 91	30,055,946 30	14,463,756 99
1897	102,458,434 71	31,171,346 65	15,902,367 99
1898	103,878,261 66	31,495,555 48	15,928,167 99
1899	107,030,639 24	31,656,725 57	16,005,429 28
1900	107,760,795 70	31,310,170 06	16,173,303 45
1901	110,225,503 43	32,395,522 67	16,302,514 45
1902	112,324,091 13	33,145,320 84	16,539,104 03
1903	113,791,113 47	32,809,728 41	16,651,044 46
1904	115,875,668 31	34,496,917 84	17,346,634 36
1905	117,145,511 67	40,415,630 27	17,420,085 65
1906	118,474,316 04	43,278,022 12	17,576,538 15
1907	128,827,648 77	*b*35,123,130 80	17,601,945 77
1908	133,049,376 07	35,191,414 80	17,637,827 21
1909	135,549,987 71	35,588,526 15	17,824,823 60
1910	*d*146,932,179 71	35,837,060 16	17,983,823 60
1911	148,217,071 75	35,919,360 16	18,042,823 60
1912	*e*154,075,235 09	35,945,515 16	18,051,323 60

*Included loan $2,311,666.67 to Northern Railway; not reported after this year.

†Included loan $29,880,912 to C.P.Railway; not reported later.

*c*Eastern extension $1,284,495.76 now included in I. C. Railway.

‡Incorrect total of $2,394,000 shown to the North Shore Railway.

*a*Decrease of $1,044,000 by N. B. Government to St. John and Maine Railway.

*b*This amount does not include the cost of the Temiskaming and Northern Ontario Railway, ($10-570,549) as formerly.

*d*This includes $10,000,000 loaned to the Grand Trunk Pacific Railway Company under authority of chap. 19 of the statutes of 1909.

*e*This amount includes a payment of $4,994,416.66 to the Grand Trunk Pacific under the Implement clause of the agreement between Government and the Company

Following is an analysis of the cash subsidies paid by the various Provinces since 1875 :—

Year.	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	British Columbia.	Manitoba.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1875							
1876	1,884,719 43	228,521 00		2,000,900 00			4,203,240 43
1877	1,838,677 02	336,821 00		2,163,000 00			4,338,498 02
1878	2,229,639 02	1,192,013 27	818,750 00	2,730,000 00			6,970,402 29
1879	2,549,639 02	1,192,013 27	818,750 00	2,730,000 00			7,290,402 29
1880	2,992,037 02	1,415,493 27	818,750 00	2,754,000 00			7,970,280 29
1881	3,183,037 02	1,578,443 27	823,330 00	2,754,000 00			8,338,810 29
1882	3,702,537 02	1,600,992 27	823,330 00	2,763,665 00			8,890,524 29
1883	3,792,611 69	2,116,540 11	823,330 00	2,763,665 00			9,496,146 80
1884	4,012,908 02	2,186,125 91	1,578,601 00	3,180,465 00			10,958,989 93
1885	4,504,984 52	2,428,239 41	1,628,601 00	3,466,165 00			12,027,989 93
1886	5,983,985 52	2,705,714 41	1,628,601 00	3,475,165 00			14,179,715 93
1887	5,984,007 52	3,276,071 81	1,653,903 68	3,865,165 00		386,250 00	16,674,174 01
1888	5,948,007 52	4,788,319 41	1,654,776 13	4,243,091 89	37,500 00	1,945,000 00	18,572,701 95
1889	5,948,007 52	4,784,105 41	1,913,495 09	4,261,245 10	37,500 00	1,981,000 00	18,961,353 12
1890	6,014,015 52	5,166,365 33	1,952,195 87	4,208,965 48	37,500 00	2,380,690 00	19,831,732 56
1891	6,069,565 12	6,237,866 03	2,005,865 87	4,311,385 18	37,500 00	2,390,690 00	21,052,872 20
1892	6,171,181 44	7,583,060 76	2,099,404 77	4,365,355 71	37,500 00	2,390,690 00	22,647,192 68
1893	6,391,932 74	7,864,561 83	2,121,944 55	4,425,281 81	37,500 00	2,623,286 77	23,464,507 70
1894	6,402,738 24	9,345,115 38	2,125,344 55	4,432,481 81	37,500 00	2,625,561 77	24,968,741 75
1895	6,747,685 24	9,984,348 09	2,158,847 10	4,453,800 00	37,500 00	2,625,561 77	26,007,742 20
1896	6,932,388 24	10,072,942 06	2,208,847 10	4,455,780 00	37,500 00	2,625,561 77	26,333,019 17
1897	7,119,065 63	10,859,484 01	2,258,847 10	4,462,670 71	37,500 00	2,625,561 77	27,363,129 22
1898	7,200,003 59	11,100,334 88	2,304,847 10	4,499,010 71	37,500 00	2,625,561 77	27,767,258 05
1899	7,281,129 63	11,206,833 10	2,204,847 10	4,506,040 71	37,500 00	2,703,061 77	28,039,412 31
1900	7,406,992 59	11,217,864 63	2,204,847 10	4,529,040 71	37,500 00	2,789,061 77	28,285,306 80
1901	7,819,928 65	11,590,489 84	2,522,847 10	4,529,040 71	37,500 00	2,796,837 02	29,296,643 32
1902	8,392,817 69	11,995,282 16	2,582,847 10	4,542,939 71	37,500 00	2,796,888 02	30,348,274 68
1903	8,512,578 04	12,163,285 66	3,568,445 35	4,569,937 71	37,500 00	2,872,887 02	31,724,633 78
1904	8,512,578 04	12,163,285 66	3,568,445 35	4,569,937 71	37,500 00	2,872,887 02	31,724,633 78
1905	8,562,504 47	12,259,285 66	3,991,192 75	4,580,934 71	37,500 00	2,872,887 02	32,304,304 61
1906	8,737,722 41	12,304,470 16	4,425,267 20	4,585,537 71	121,135 00	2,872,887 02	33,047,019 50
1907	8,739,796 04	12,304,470 16	6,274,498 20	4,616,237 71	127,135 00	2,872,887 02	34,935,024 13
1908	8,783,296 04	12,304,470 16	6,324,400 75	4,707,486 71	780,209 00	2,872,887 02	35,872,749 68
1909	9,038,296 03	12,328,196 52	6,336,788 75	4,807,486 71	786,209 00	2,878,887 02	36,169,864 03
1910	9,198,616 04	12,328,196 52	6,384,299 75	4,851,486 71	792,209 00	2,878,887 02	36,424,395 04
1911	9,204,616 04	12,333,196 52	6,384,299 75	4,907,486 71	798,209 00	2,878,887 02	36,506,695 04
1912	9,204,616 04	12,333,196 52	6,440,454 75	4,907,486,71	804,209 00	2,878,887 02	36,532,850 04

The cash aid given by municipalities is shown, by Provinces, in the following table :—

Year.	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	British Columbia.	Manitoba.	Northwest Territories.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1875	3,774,620 13	513,000 00	.....	127,500 00	.....	.....	.....	4,415,120 13
1876	4,460,505 70	513,000 00	.....	210,500 00	.....	.....	.....	5,384,005 70
1877	4,748,299 31	635,000 00	.....	223,500 00	.....	.....	.....	5,606,799 31
1878	5,085,434 01	1,323,144 62	175,000 00	293,500 00	.....	.....	.....	6,877,078 63
1879	5,407,934 01	1,532,044 62	175,000 00	293,500 00	.....	.....	.....	7,408,478 63
1880	5,988,300 01	1,854,144 62	175,000 00	293,500 00	.....	.....	.....	8,310,944 63
1881	5,988,300 01	1,864,144 62	250,000 00	293,500 00	.....	.....	.....	8,395,944 63
1882	6,673,300 01	1,864,144 62	250,000 00	293,500 00	.....	.....	.....	9,080,944 63
1883	6,948,411 32	2,125,144 62	250,000 00	293,500 00	.....	.....	.....	9,617,055 94
1884	7,178,411 32	2,150,144 62	250,000 00	296,500 00	.....	.....	.....	9,875,055 94
1885	8,027,805 81	2,195,144 62	250,000 00	296,500 00	.....	265,000 00	.....	11,034,450 43
1886	8,207,805 81	2,255,986 62	250,000 00	296,500 00	.....	480,600 00	.....	11,310,892 43
1887	8,055,305 81	2,380,986 62	250,000 00	296,500 00	37,500 00	480,600 00	.....	11,500,892 43
1888	8,055,305 81	2,495,144 62	250,000 00	296,500 00	37,500 00	490,600 00	.....	11,625,050 43
1889	8,055,305 81	2,569,818 62	250,000 00	296,500 00	37,500 00	490,600 00	.....	11,699,724 43
1890	8,085,305 81	2,626,318 62	250,000 00	296,500 00	37,500 00	490,600 00	.....	11,786,224 43
1891	8,120,305 81	2,644,418 62	277,685 00	336,500 00	37,500 00	490,600 00	.....	11,907,009 43
1892	10,261,244 37	2,735,714 62	277,685 00	336,500 00	37,500 00	490,600 00	.....	14,139,243 99
1893	10,289,453 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00	.....	14,272,456 99
1894	10,391,607 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00	.....	14,374,610 99
1895	10,393,683 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00	.....	14,376,686 99
1896	10,480,753 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00	.....	14,463,756 99
1897	11,890,364 37	2,865,718 62	281,685 00	336,500 00	37,500 00	490,600 00	.....	15,902,367 99
1898	11,916,164 37	2,865,718 62	281,685 00	336,500 00	37,500 00	490,600 00	.....	15,928,167 99
1899	11,971,164 37	2,865,718 62	281,685 00	336,500 00	37,500 00	490,600 00	22,261 29	16,005,429 28
1900	12,050,164 37	2,865,718 62	370,559 17	336,500 00	37,500 00	490,600 00	22,261 29	16,173,303 45
1901	12,102,164 37	2,942,929 62	370,559 17	336,500 00	37,500 00	490,600 00	22,261 29	16,302,514 45
1902	12,163,164 37	3,118,519 20	370,559 17	336,500 00	37,500 00	490,600 00	22,261 29	16,539,104 03
1903	12,189,104 80	3,118,519 20	456,559 17	336,500 00	37,500 00	490,600 00	22,261 29	16,651,044 46
1904	12,862,147 80	3,125,727 17	471,898 10	336,500 00	37,500 00	490,600 00	22,621 29	17,346,634 36
1905	12,930,290 18	3,126,036 08	471,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,420,085 65
1906	12,961,290 18	3,126,036 08	471,898 10	341,500 00	162,952 50	490,600 00	22,261 29	17,576,538 15
1907	12,966,197 80	3,127,536 08	481,898 10	341,500 00	171,952 50	490,600 00	22,261 29	17,601,945 77
1908	12,983,079 24	3,137,536 08	481,898 10	341,500 00	180,952 50	490,600 00	22,261 29	17,637,827 21
1909	13,161,075 63	3,137,536 08	481,898 10	341,500 00	189,952 50	490,600 00	22,261 29	17,824,823 60
1910	13,311,075 63	3,137,536 08	481,898 10	341,500 00	198,952 50	490,600 00	22,261 29	17,983,823 60
1911	13,361,075 63	3,137,536 08	481,898 10	341,500 00	207,952 50	490,600 00	22,261 29	18,042,823 60
1912	13,361,075 63	3,137,536 08	481,898 10	341,500 00	216,452 50	490,600 00	22,261 29	18,051,323 60

Following is an analysis of the various forms in which cash aid has been given to railways by the Dominion, by the Provinces and by Municipalities:—

DOMINION.

Cash subsidies	$ 80,558,911 30
Loans	25,576,533 33
Cost of lines handed over to C.P.R.	37,785,319 97
Paid to Quebec Government	5,160,053 83
Implement Clause, G.T.P. agreement	4,994,416 66
Total	$154,075,235 09

The Dominion Government is also constructing the Eastern Division of the National Transcontinental Railway, on which an expenditure of $116,533,768.53 had taken place up to March 31, 1912.

PROVINCES.

Cash subsidies	$ 32,895,485 16
Loans	2,750,030 00
Subscriptions to shares	300,000 00
Total	$ 35,945,515 16

MUNICIPALITIES.

Cash subsidies	$ 12,807,324 98
Loans	2,404,498 62
Subscriptions to shares	2,839,500 00
Total	$ 18,051,323 60

LAND GRANTS.

Following have been the land grants to railway:—

	Acres.
By the Dominion	31,864,074
By the Province of Quebec	13,625,949
By the Province of British Columbia	8,119,221
By the Province of New Brunswick	1,647,772
By the Province of Nova Scotia	160,000
By the Province of Ontario	635,039
Total	56,052,055

The facts with respect to grants of lands by the Dominion, as revised by the Railway Lands Branch of the Department of the Interior, are as follows:—

Name of Company.	Area earned Acres.
Alberta Railway & Irrigation Co. (formerly North West Coal & Navigation Company)	1,114,368
Calgary and Edmonton Railway Co.	1,888,448
Canadian Northern Railway Co. (Ry. from point on C.P.R. to Hudson Bay)	2,624,128
Canadian Northern Railway Co. (formerly Lake Manitoba Railway & Canal Co.)	798,400
Canadian Pacific Railway Co.—Main line	18,206,986
C.P.R. Pipestone Extension, Souris Branch	200,320
C.P.R., Souris Branch	1,408,704
Great North West Central Railway Co. (formerly North West Central Ry. Co.)	320,000
Manitoba & North Western Railway Co.	1,501,376
Manitoba South Western Colonization Railway Co	1,396,800
Canadian Northern Railway Co. (formerly Manitoba & South Eastern Ry. Co.)	680,320
Qu'Appelle, Long Lake & Saskatchewan Railroad and Steamboat Co.	1,625,344
Saskatchewan & Western Railway Co.	98,880
Total	31,864,074

The Dominion has not made any grants of land since 1894, and it does not seem probable there will be a return to that policy.

In the case of the province of Quebec, the policy was adopted many years ago of giving to grantees the option of accepting 52 cents per acre in cash instead of the land, and this choice was exercised with respect to nearly all the acreage indicated in the foregoing table.

During the session of 1912, the legislature of Quebec voted grants of land to railway companies to the extent of 6,450,874 acres; but, inasmuch as none of this land had been actually alienated on June 30, it is not added to the account. The grants of 1912 are not convertible into money.

GUARANTEES.

The guaranteeing of bonds has been a popular form of aid to railways during recent years, and the account in that regard has assumed large proportions. Following is a statement of fact:—

DOMINION.

1. The Canadian Northern Railway Company, Cap. 7, 3 Edward VII (1903).

The guarantee is for the principal of £1,923,287 sterling, and interest thereon at the rate of 3 per cent per annum for fifty years.

2. The Canadian Northern Railway Company, Cap. 11, 7 and 8 Edward VII (1908).

The guarantee is for the principal of £1,622,586 19s. 9d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from July 20, 1908, interest payable half-yearly.

3. The Canadian Northern Ontario Railway Company, Chapter 6, 1 and 2 George V (1911).

The guarantee is for the principal of £7,493,835 12s. 4d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years from May 19, 1911, interest payable half-yearly.

4. The Canadian Northern Alberta Railway Company, Chapter 6, 9-10 Edward VII (1910) as amended by Chapter 8, 2 George V (1912).

The guarantee is for the principal of £647,260 5s. 6d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from May 4, 1910, interest payable half-yearly.

5. The Grand Trunk Pacific Railway Company, Cap. 71, 3 Edward VII (1903) and Cap. 24, Edward VII (1904).

The guarantee is of 3 per cent bonds of the Railway Company to an amount equal to 75 per cent of the cost of construction of the Western Division of the National Transcontinental Railway, but not exceeding $13,000 per mile in respect of the Prairie section of the said railway. The amount of bonds issued and guaranteed is £7,200,000, of which £3,200,000 were issued in 1905, £2,000,000 in 1909, and £2,000,000 in 1910. In addition £1,668,000 of these bonds have, upon terms and conditions approved by the Governor in Council, been pledged by the Company against advances obtained for the purposes of the construction of the Company's railway.

The amount represented by the foregoing guarantees is £18,886,970, or $91,983,553. As compared with 1911, this involves an increase of $39,543,688.

MANITOBA.

To the Canadian Northern Railway Company:

Main and branch lines in Manitoba	$ 12,154,073 33
Winnipeg terminals	3,000,000 00
Ontario Division (line to Port Arthur)	5,745,586 67
Total	$20,899,660 00

ALBERTA.

Lines of Railway.	Guarantee per mile.	Mileage Guaranteed
1909. Chap. 14. Canadian Northern Railway—		
From Strathcona via Camrose and Calgary to Lethbridge	$13,000	355
From Camrose to Vegreville	13,000	50
From Crossing of second above line and Little Bow River, south via Macleod to the International boundary	13,000	110
From near Macleod to the western boundary	13,000	65
From near Cardston to the western boundary	13,000	35
From Calgary via Cochrane to the eastern boundary of Rocky Mountains Park	13,000	50
From near Morinville easterly	13,000	40
From Morinville to Athabaska Landing	13,000	72
1909. Chap. 15. Grand Trunk Pacific Railway—		
From Tofield to Valgary to Coutts	13,000	451
From near Lethbridge to Macleod	13,000	40
1911. Chap. 19. Canadian Northern Western Railway—		
From Athabaska Landing to Fort McMurray	15,000	175
From first above line east to Lac la Biche	15,000	40
From Athabaska Landing north of Lesser Slave Lake to Peace River Landing	15,000	100
From Onaway northwest to Pine River Pass	20,000	250
From Oliver northeast to St. Paul de Metis	13,000	100
From Bruderheim via Vermilion, Wainwright and Medicine Hat to International boundary, with a branch northwest of Vermilion to eastern boundary	13,000	200
From Calgary northeast to the Company's Brazeau line	13,000	100
From Camrose to Alsask	13,000	80

ALBERTA—*Concluded..*

Lines of Railway.	Guarantee per mile.	Mileage Guaranteed.
1911. Chap. 19. Canadian Northern Western Railway—		
From Strathcona southwest via crossing of Medicine River and Company's Brazeau line, and Cochrane to Pincher Creek	15,000	100
From near Blackfalds east and south to Saskatoon Calgary line	13,000	100
1911. Chap. 17. Canadian Northern Railway—		
From mileage 175 of Company's Saskatoon-Calgary line to junction with the Company's Vegreville-Calgary line	13,000	130
1911. Chap. 18. Grand Trunk Pacific Railway—		
From Bickerdike southwesterly	20,000	58
1911. Chap. 16. Edmonton, Dunvegan & British Columbia Railway—		
From Edmonton via Dunvegan to Western boundary	20,000	350
Total mileage guaranteed		3,081

The total amount involved in these guarantees is $45,489,000

SASKATCHEWAN.

The following guarantees have been given by the province of Saskatchewan at the rate of $13,000 per mile:—

Canadian Northern Branch Lines:

1908-9—

		MILES
1	Craven to Adam's Ferry	40
2	Aylesbury—Goose Lake Branch	120
3	Bienfait Branch	25
4	Maryfield Branch	135
5	Dalmeny Branch	40
6	Battleford, Jackfish Branch	50

1909—

1	Vonda northeasterly	25
2	Kaiser—Swift Current	135
3	Humboldt-Melfort	60
4	Delisle Branch	35
5	Lampman East	65
6	Moose Jaw southeasterly	100
7	Maryfield Extension	75
8	Crooked Lake Branch	60
9	Rossburn Branch	20

1912—

1	Maryfield Extension (2nd)	60
2	Battleford-Jackfish Extension	30
3	Thunder Hill Extension (Dominion)	40

Canadian Northern Saskatchewan Railway:

1912—

1	Extension of Delisle Branch	35
2	Wroxton westerly through Yorkton	45
3	Shellbrook westerly	45
4	Lampman to Kipling	45
5	Eastern portion of Kaiser-Swift Current Branch	35
6	Prince Albert northeasterly	25
7	Moose Jaw-Chamberlin	35
8	Aylesbury-Goose Lake Extension	50

Grand Trunk Pacific Branch Lines:

1908-9—			
	1	Melville to Yorkton	40
	2	Melville to Regina	110
	3	Battleford-Biggar	45
	4	Yorkton-Canora	30
1909—			
	1	Regina to International boundary	155
	2	Prince Albert-Young	110
	3	Regina-Moose Jaw & northwesterly	110
	4	Biggar-Calgary	50
	5	Cutknife Branch	50
1912—			
	1	Biggar-Calgary Extension	50
	2	Canora northerly	25

Grand Trunk Saskatchewan Railway:

1912—			
	1	Saskatoon-Battleford	95
	2	Watrous-Swift Current	75
	3	Talmage, Weyburn and southwesterly	50
	4	Melville-Watrous	75
			2,500

The amount involved in the foregoing guarantees by the province of Saskatchewan is $32,500,000.

ONTARIO.

To the Canadian Northern Ontario Railway Company—Guarantee of interest on bonds aggregating $7,860,000.

NOVA SCOTIA.

Halifax and Southwestern—A loan of $13,500 per mile, which, on a total of 372 miles, would amount to $5,022,000, secured by mortgage, with the right to take over and sell or operate the property in case default is made in the terms of the covenant.

BRITISH COLUMBIA.

To the Canadian Northern Pacific—A guarantee of principal and interest at four per cent per annum on approximately 600 miles, at the rate of $35,000 per mile, for 30 years—$21,000,000.

Shuswap and Okanagan—Guarantee of interest on $1,249,760 for 25 years at 4 per cent. This railway has been acquired by the Canadian Pacific, which assumes the liability from April 1, 1912.

Victoria and Sidney—Guarantee of interest on $300,000 for 25 years at 4 per cent.

Nakusp and Slocan—Guarantee of principal and interest on bonds aggregating $647,072 for 25 years at 4 per cent.

Pacific Great Eastern—Guarantee of principal and interest at 4 per cent, on an estimated distance of 450 miles, at $35,000 per mile, for a period of not less than 30 years—$15,750,000.

Total guarantees—$38,946,832.

NEW BRUNSWICK.

Bonds of the New Brunswick Coal & Railway Company—$700,000.

Guarantee of principal and interest of the International Railway bonds, 4 per cent, terminable in 1957—$896,000.

Guarantee of principal and interest of the New Brunswick & Seaboard Railway bonds, at 4 per cent, terminable in 1940—$297,000.

Total guarantees—$1,893,000.

QUEBEC.

Bonds of the Montreal and Western Railway Company—$476,000.

Summarizing the foregoing guarantees by the Dominion and Provinces, the result is as follows:—

	1911.	1912.
	$	$
Dominion	52,439,865	91,983,553
Manitoba	20,899,660	20,899,660
Alberta	25,743,000	45,489,000
Saskatchewan	11,999,000	32,500,000
Ontario	7,860,000	7,860,000
Nova Scotia	5,022,000	5,022,000
British Columbia	23,196,832	38,946,832
New Brunswick	700,000	1,893,000
Quebec	476,000	476,000
Total	$148,336,357	$245,070,045

The above total of guarantees represents an increase for 1912 over 1911 of $96,733,688.

Reference to Table No. 5 will afford details, by railways, of aid given by governments and municipalities.

PUBLIC SERVICE OF RAILWAY.

The public service of railways in 1912 was represented in the carrying of 41,124,181 passengers and 89,444,331 tons of freight.

In passengers carried there was an increase over 1911 of 4,026,463, and in freight hauled of 9,560,049 tons.

The history of passenger traffic since 1875 is as follows:—

Year.	Passengers carried.	Year.	Passengers carried.
1875	5,190,416	1894	14,462,498
1876	5,544,814	1895	13,987,580
1877	6,073,233	1896	14,810,407
1878	6,443,924	1897	16,171,338
1879	6,523,816	1898	18,444,049
1880	6,462,948	1899	19,133,365
1881	6,943,671	1900	21,500,175
1882	9,352,335	1901	18,385,722
1883	9,579,984	1902	20,679,974
1884	9,982,358	1903	22,148,742
1885	9,672,599	1904	23,640,765
1886	9,861,024	1905	25,288,723
1887	10,698,638	1906	27,989,782
1888	11,416,791	1907	32,137,319
1889	12,151,105	1908	34,044,992
1890	12,821,262	1909	32,683,309
1891	13,222,568	1910	35,894,575
1892	13,533,414	1911	37,097,718
1893	13,618,027	1912	41,124,181

The record of freight traffic is as follows:—

Year.	Tons of freight, 2,000 lbs.	Year.	Tons of freight, 2,000 lbs.
1875	5,670,837	1894	20,721,116
1876	6,331,757	1895	21,524,421
1877	6,859,796	1896	24,266,825
1878	7,883,472	1897	25,300,331
1879	8,348,810	1898	28,785,903
1880	9,938,858	1899	31,211,753
1881	12,065,323	1900	35,946,183
1882	13,575,787	1901	36,999,371
1883	13,266,255	1902	42,376,527
1884	13,712,269	1903	47,373,417
1885	14,659,271	1904	48,097,519
1886	15,670,460	1905	50,893,957
1887	16,356,335	1906	57,966,713
1888	17,172,759	1907	63,866,135
1889	17,928,626	1908	63,071,167
1890	20,787,469	1909	66,842,258
1891	21,753,021	1910	74,482,866
1892	22,189,923	1911	79,884,282
1893	22,003,599	1912	89,444,331

PASSENGER TRAFFIC.

The number of passengers carried in 1912 was 41,124,181—an increase of 4,026,463, or 10·8 per cent over 1911.

The number of passengers carried one mile was 2,910,251,636, which was 304,282,712 more than in 1911.

The number of passengers carried one mile per mile of line was 108,888, as compared with 102,597 in 1911. This represented an increase of 6,291 in passenger density.

The number of passengers carried per mile of line was 1,539—an increase of 79 for the year.

The average revenue per passenger per mile was 1·943 cents, which was ·001 below the figures for 1911.

The aggregate earnings from passenger service—which included express, mails, baggage, &c.—was $65,048,186.66. This represented a gain over the preceding year of $6,730,188.21.

The earnings directly from ticket sales to passengers were $56,543,663.60, or $5,976,769.62 more than in 1911.

The average number of passengers per train was 62, as compared with 60 in 1911.

The average passenger journey was 71 miles—a gain of one mile over the preceding year.

The average receipts per passenger, using only the revenue from ticket sales as the chief factor, were $1·375—a betterment of ·015 as compared with 1911.

The mileage of passenger trains was 40,440,393, and of mixed trains 6,473,882—an increase of 3,454,482 miles in the former and of 196,414 in the latter. In preceding calculations these two mileages were combined and used as the total passenger train mileage.

The earnings from passenger train service per passenger train mile—which includes express, mails, baggage, &c.—was $1·387. This was an increase of ·039 over 1911.

Following is a summary of the foregoing facts, with comparative figures for preceding years.:—

——	1907.	1908.	1909.
Miles of railway	22,452	22,966	24,104
Number of passengers	32,137,319	34,044,992	32,683,309
Passengers carried one mile	2,049,549,813	2,081,960,864	2,033,001,225
Passengers one mile per mile of line	90,921	90,654	84,342
Passengers per mile of line	1,431	1,482	1,355
Average passenger journey (miles)	64	61	62
Average number of passengers per train	56	54	51
Passenger train mileage	30,220,461	31,950,349	32,295,730
Mixed train mileage	5,971,414	6,210,807	7,061,580
Earnings from ticket sales	$39,184,437	$39,992,503	$39,073,488
Earnings from passenger service	$45,730,652	$46,854,158	$45,282,326
Average receipts per passenger	$1·219	$1·174	$1·195
Average receipts per passenger per mile (cents)	1·911	1·920	1·921

——	1910.	1911.	1912.
Miles of railway	24,731	25,400	26,727
Number of passengers	35,894,575	37,097,718	41,124,181
Passengers carried one mile	2,466,729,664	2,605,968,924	2,910,251,636
Passengers one mile per mile of line	99,742	102,597	108,888
Passengers per mile of line	1,451	1,460	1,539
Average passenger journey (miles)	69	70	71
Average number of passengers per train	59	60	62
Passenger train mileage	35,022,541	36,985,911	40,440,393
Mixed train mileage	6,441,440	6,277,468	6,473,882
Earnings from ticket sales	$46,018,880	$50,566,894	$56,543,664
Earnings from passenger service	$52,956,219	$58,317,998	$65,048,187
Average receipts per passenger	$1·282	$1·360	$1·375
Average receipts per passenger per mile (cents)	1·866	1·944	1·943

FREIGHT TRAFFIC.

As has been pointed out, the volume of freight traffic was 89,444,331 tons, which, as compared with the preceding year showed an increase of 9,560,049 tons, or 11·9 per cent. This was the largest increase in the history of Canadian railways.

The number of tons hauled one mile was 19,558,190,527—a gain of 3,509,712,232 ton miles as against the figures for 1911.

The number of tons hauled one mile per mile of line was 731,776, which represented a betterment in the density of freight traffic, as compared with 1911, of 99,947.

The average revenue from freight per ton per mile was ·757 cent, as compared with ·777 in 1911.

Revenue from freight proper amounted to $148,030,898.60—a betterment of $23,287,883.29 over the preceding year.

The aggregate revenue from freight service for the year was $149,961,140.13, which represented an increase of $23,390,606.61 over 1911.

The gross earnings from freight were equal to $5,610.85 per mile of line—an advance of $626.76 over 1911.

Per ton, gross earnings from freight amounted to $1,655, or ·094 better than in 1911.

The average number of loaded cars per freight train was 18·19 or ·16 better than for the preceding year.

The average number of empty freight cars per freight train in 1912 was 5·17. The number in 1911 was 5·94.

The average number of tons per loaded freight car was 17·87, showing a gain over 1911 of ·96.

The average freight haul was 218 miles, as against 200 miles in 1911—a gain of 18 miles.

The mileage of revenue freight trains was 60,126,023, which included mixed train mileage. This total represented an increase, as compared with 1911, of 6,627,157.

The mileage of loaded freight cars was 1,102,719,543, as against 946,946,917 in 1911.

The foregoing information with corresponding figures for the years since 1907, is summarized hereunder:—

——	1907.	1908.	1909.
Tons hauled	63,866,135	63,071,167	66,842,258
Tons hauled one mile	11,687,711,830	12,961,512,519	13,160,567,550
Tons hauled one mile per mile of line	518,486	564,378	545,991
Average haul, miles	183	206	197
Freight train mileage	38,923,890	40,476,370	40,304,906
Mixed train mileage	5,971,414	6,210,807	7,061,580
Revenue from freight	$94,995,087	$93,746,655	$95,714,783
Average tons per train	260	278	278
Average cars per train	16·92	16·04	16·37
Average tons per car	15·37	17·33	16·98
Average receipts per ton per mile, cent	·815	·723	·727

The foregoing information with corresponding figures for the years since 1907, is summarized hereunder:—

	1910.	1911.	1912.
Tons hauled	74,482,866	79,884,282	89,444,331
Tons hauled one mile	15,712,127,701	16,048,478,295	19,558,190,527
Tons hauled one mile per mile of line	635,321	631,829	731,776
Average haul, miles	211	200	218
Freight train mileage	50,184,108	52,498,866	60,126,023
Mixed train mileage	6,441,440	6,277,468	6,473,882
Revenue from freight	$116,229,894	$124,743,015	$148,030,269
Average tons per train	311	305	325
Average cars per train	18·15	18·03	18·19
Average tons per car	17·13	16·91	17·87
Average receipts per ton per mile, cent	·739	·777	·757

Following is an analysis of the commodities which constituted the freight traffic of 1911 and the five preceding years:—

	1907.	1908.	1909.
	Tons.	Tons.	Tons.
Products of agriculture—			
Grain	5,776,731	5,270,935	6,837,506
Flour	1,402,386	1,565,008	1,758,894
Other mill products	654,179	835,877	1,156,071
Hay	803,918	643,695	861,265
Tobacco	10,042	23,235	26,462
Cotton	22,164	70,203	122,300
Fruit and vegetables	562,716	803,777	845,930
Other products of agriculture	289,525	183,237	354,835
Products of animals—			
Live stock	1,118,141	1,156,772	1,206,221
Dressed meats	400,900	455,580	554,984
Other packing house products	463,647	444,841	436,529
Poultry, game and fish	128,432	151,100	175,081
Wool	23,472	33,318	37,236
Hides and leather	154,157	141,341	202,968
Other products of animals	180,517	89,407	194,468
Products of mines—			
Anthracite coal	1,635,628	3,735,141	4,600,514
Bituminous coal	11,085,060	12,320,584	11,647,728
Coke	547,303	845,702	1,061,829
Ores	2,209,860	2,953,353	3,147,487
Stone, sand, &c	2,083,336	2,538,333	3,096,416
Other products of mines	178,985	243,054	377,087
Products of forests—			
Lumber	7,542,475	10,317,541	7,759,393
Other products of forests	2,687,160	2,594,685	3,835,614
Manufactures—			
Petroleum and other oils	270,810	390,331	464,953
Sugar	232,620	451,641	701,319
Naval stores	1,674	1,742	22,509
Iron, pig and bloom	304,136	583,948	593,950
Iron and steel rails	190,380	628,988	446,678
Castings and machinery	231,159	858,914	897,849
Bar and sheet metal	87,958	353,802	337,866
Cement, brick and lime	1,393,792	1,421,678	1,789,994
Agricultural implements	223,664	281,834	306,724
Wagons, carriages, tools, &c	42,129	96,197	119,463
Wines, liquors and beers	191,576	209,912	238,808
Household goods and furniture	256,208	269,299	301,401
Other manufactures	4,448,535	1,105,433	1,682,078
Merchandise	2,309,084	2,008,267	2,393,285
Miscellaneous	5,533,426	6,935,135	6,234,372

Following is an analysis of the commodities which constituted the freight traffic of 1911 and the five preceding years:—

——	1910.	1911.	1912.
	Tons.	Tons.	Tons.
Products of agriculture—			
Grain	7,435,573	7,545,516	9,741,671
Flour	1,916,934	2,124,080	2,303,607
Other mill products	1,037,282	1,166,323	1,387,624
Hay	1,084,966	1,611,621	2,130,803
Tobacco	40,880	51,672	68,737
Cotton	84,928	114,827	135,277
Fruit and vegetables	969,122	957,237	1,135,082
Other products of agriculture	321,666	238,260	398,144
Products of animals—			
Live stock	1,314,781	1,437,965	1,345,182
Dressed meats	546,791	561,220	591,232
Other packing house products	277,739	369,906	392,046
Poultry, game and fish	154,820	189,201	204,421
Wool	28,814	42,602	34,320
Hides and leather	199,853	211,301	227,745
Other products of animals	242,208	378,507	364,334
Products of mines—			
Anthracite coal	7,498,509	6,017,858	5,938,466
Bituminous coal	9,166,572	12,514,372	15,027,311
Coke	1,384,254	1,416,632	1,166,874
Ores	3,636,607	3,802,162	3,190,470
Stone, sand, &c	4,084,968	4,417,290	5,186,763
Other products of mines	381,112	483,922	957,915
Products of forests—			
Lumber	7,302,037	7,364,964	8,129,314
Other products of forests	5,766,903	5,873,383	6,023,407
Manufactures—			
Petroleum and other oils	500,167	591,651	728,643
Sugar	617,231	614,529	635,757
Naval stores	37,007	18,422	9,472
Iron, pig and bloom	889,881	887,801	1,104,177
Iron and steel rails	717,081	616,980	859,897
Castings and machinery	1,189,214	1,137,218	1,214,709
Bar and sheet metal	568,901	939,916	970,091
Cement, brick and lime	2,254,934	2,495,178	2,996,992
Agricultural implements	434,928	540,061	552,470
Wagons, carriages, tools, &c	173,137	205,106	252,638
Wines, liquors and beers	245,626	274,162	325,412
Household goods and furniture	388,631	412,529	434,242
Other manufactures	1,997,541	4,840,434	6,156,581
Merchandise	2,518,190	2,438,089	2,711,963
Miscellaneous	7,073,078	4,981,385	4,410,542

Separating the foregoing items into classes, and comparing the figures with those of preceding years the result is as follows:—

——	1907.	1908.	1909.	1910.	1911.	1912
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Products of agriculture	9,521,661	9,396,967	11,963,263	12,891,351	13,809,536	17,300,945
Products of animals	2,469,266	2,472,359	2,807,487	2,765,006	3,190,702	3,159,280
Products of mines	18,460,172	22,636,227	23,931,061	26,152,022	28,652,236	31,467,799
Products of forest	10,229,635	12,912,226	11,595,007	13,068,940	13,238,347	14,152,721
Manufactures	7,974,641	6,655,719	7,902,592	10,014,279	13,573,987	16,241,081
Merchandise	2,309,084	2,008,067	2,393,285	2,518,190	2,438,089	2,711,963
Miscellaneous	5,533,426	6,938,135	6,234,372	7,073,078	4,981,385	4,410,542
Totals	56,497,885	63,019,900	66,827,067	74,482,866	79,884,282	89,444,331

Following is the ratio which each item bore to the total:—

	1907.	1908.	1909.	1910.	1911.	1912.
Products of agriculture	16·85	14·91	17·91	17·31	17·17	19·34
Products of animals	4·37	3·92	4·21	3·71	4·00	3·53
Products of mines	32·68	35·92	35·81	35·11	35·87	35·18
Products of forests	18·11	20·49	17·35	17·54	16·57	15·82
Manufactures	14·11	10·56	11·82	13·44	17·00	18·16
Merchandise	4·08	3·18	3·58	3·39	3·06	3·03
Miscellaneous	9·79	11·02	9·32	9·50	6·33	4·94

Of the total freight tonnage of 89,444,331, 63,186,732 tons were returned as 'originating on this road.' The tonnage so returned in 1911 was 55,152,430.

Details with regard to commodities carried by the various railways will be found in Table 12.

EARNINGS AND OPERATING EXPENSES.

The gross earnings for 1912 were $219,403,752.79 as compared with $188,-733,493.81 in 1911. The increment was $30,670,258.98, or equal to 16.2 per cent.

Operating expenses for the year were $150,726,539.87—an increase of $19,691,754.92, or 15·0 per cent.

The ratio of operating expenses to gross earnings was 68·7 per cent—a decrease of ·7 as compared with 1911.

The following table gives the gross earnings and operating expenses, with the ratio borne by the latter to the former, since 1875:—

Year.	Earnings.	Operating expenses.	Percentage of operating expenses to earnings.
	$	$	
1875	19,470,539	15, 75,532	81·1
1876	19,358,084	15,802,721	81·8
1877	18,742,053	15,290,091	81·1
1878	20,520,078	16,100,102	78·4
1879	19,925,066	16,188,282	81·2
1880	23,561,447	16,840,705	71·0
1881	27,987,508	20,121,418	71·9
1882	29,027,789	22,390,708	77·1
1883	33,244,586	24,691,667	74·3
1884	33,421,705	25,595,341	76·5
1885	32,227,469	24,015,351	74·5
1886	33,389,381	24,117,582	72·4
1887	38,841,609	27,624,683	71·1
1888	42,159,152	30,652,046	72·7
1889	42,149,615	31,038,045	73·6
1890	46,843,826	32,913,350	70·2
1891	48,192,099	34,960,449	72·5
1892	51,685,768	36,488,228	70·5
1893	52,042,396	36,616,033	70·3
1894	49,552,528	35,218,432	71·7
1895	46,785,486	32,749,668	69·9
1896	50,545,569	35,042,654	69·3
1897	52,353,276	35,168,665	67·1
1898	59,715,105	39,137,549	65·5
1899	62,243,784	40,706,217	65·3
1900	70,740,270	47,699,798	67·4
1901	72,898,749	50,368,726	69·0
1902	83,666,503	57,343,592	68·3
1903	96,064,526	67,481,523	70·2
1904	100,219,436	74,563,161	74·4
1905	106,467,198	79,977,573	75·2
1906	125,322,865	87,129,434	69·5
1907	146,738,214	103,748,672	70·7
1908	146,918,314	107,304,143	73·0
1909	145,056,336	104,600,084	72·1
1910	173,956,217	120,405,440	69·2
1911	188,733,494	131,033,785	69·4
1912	219,403,753	150,726,540	68·7

EARNINGS

The difference between gross earnings and operating expenses was $68,677,212.92, as compared with $57,698,708.86 in 1911. These are popularly regarded as net earnings; but correct accounting methods require that certain deductions, such as interest on funded debt, taxes, rents, &c., shall be made before the real net corporate income is declared. Table No. 9, in the body of the subjoined report, deals with the revenues of railway companies in this way.

The balance actually carried forward to profit and loss for the year, according to the method followed in the preparation of table No. 9, was $20,146,869.29, as against $14,150,464.67 in 1911.

The revenue during the year from outside operations amounted to $21,221,774.67, and operating expenses attached thereto, $15,333,617.50. The net revenue from this source in 1912 was $5,888,157.17 or $593,728.35 more than in 1911.

The earnings per train mile, all trains, were $2·174—a gain of ·071 over 1911.

Assuming, however, that the sum of $68,677,212.92 may be regarded as net earnings, it may be said that it was equal to $2,569.58 per mile of line. This was an increase of $279.94 as compared with 1911.

The gross earnings were equal to $8,209.07 per mile of line—an increase of $778.62 over 1911, or equal to 10·4 per cent.

The gross earnings from freight service per freight train mile were $2·494—a betterment of ·118 as against the result in 1911.

For comparative purposes, the facts with regard to gross earnings per passenger train mile and freight train mile are put in tabular form as follows:—

Gross earnings.	1907.	1908.	1909.	1910.	1911.	1912.
	$	$	$	$	$	$
Passenger train mile	1·263	1·228	1·150	1·277	1·348	1·390
Freight train mile	2·069	2·008	2·041	2·316	2·376	2·494

Gross earnings during the past four years came from the following sources:—

——	1909.	1910.	1911.	1912.
	$ cts.	$ cts.	$ cts.	$ cts.
Passengers	39,073,488 84	46,018,879 56	50,566,893 98	56,543,663 60
Mails	1,723,180 97	1,799,887 80	1,869,413 89	1,914,720 39
Express	3,561,170 96	4,143,837 52	4,674,135 27	5,294,388 08
Baggage, parlour cars, &c	924,485 50	993,613 63	1,207,555 31	1,295,414 59
Freight	96,685,076 23	117,497,604 03	126,570,533 52	149,961,140 13
Station and train privileges	493,895 13	679,061 12	826,251 92	1,086,687 37
Telegraphs, rents, &c	2,595,038 56	2,823,333 47	3,018,709 92	3,307,738 63
	145,056,336 19	173,956,217 13	188,733,493 81	219,403,752 79

The total revenue from transportation in 1912 was $215,009,326.79, or $30,120,794.82 in excess of 1911.

Revenue from operations other than transportation amounted to $4,028,426.00—a gain of $183,464.16 over the preceding year.

The proportion which each of the earning divisions bore to the total in 1910, 1911 and 1912 is shown in the table following:—

——	1910		1911		1912	
	$ cts	Per cent	$ cts	Per cent	$ cts	Per cent
Passenger service	52,956,218 51	30.44	58,317,998 45	30.90	65,048,186 66	29·65
Freight service	117,497,604 03	67·54	126,570,533 52	67·07	149,961,140 13	68·35
Station and train privileges, &c	679,061 12	·39	826,251 92	·44	1,086,687,37	·49
Telegraph, rents and other sources	2,826,453 21	1·63	3,018,709 92	1·59	3,307,738 63	1·51
Total	173,956,217 13	.....	188,733,493 81	.....	219,403,752 79	.....

A comparison of the items comprising earnings from passenger service during the past six years gives the following result:—

—	1907	1908.	1909.	1910.	1911.	1912.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Passengers.....	39,184,437 64	39,992,503 11	39,073,488 84	46,018 879 56	50,566 893,98	56,543,663 60
Mails.....	1,626,704 64	1,670,120 90	1,723,180 97	1,799,887 80	1,869,413 89	1,914,720 39
Express.....	3,277,695 09	3,486,300 63	3,561,170 96	4,143,837 52	4,674,135 27	5,294,388 08
Other sources..	1,641,814,92	1,705,234 33	924,485 50	993,613 63	1,207,555 31	1,295,414 59
Total..	45,730,652 29	48,854 158 97	45,282,326 27	52,956,218 51	58,317,998 45	65,048,186 66

The item of 'other sources' in the foregoing table includes excess baggage, parlour and chair car revenue, &c.

The earnings from mails have increased 17·7 per cent in five years, and from express 61·5 per cent.

Owing to the adoption of entirely new methods of accounting in 1907, it is not practicable to carry comparisons with respect to earnings back of that year. The amounts credited to the several sources of revenue in preceding years, and the ratio they bore to the total, are shown in the following table:—

Year.	Passengers.	Per cent.	Freight.	Per cent.	Mail and Express.	Per cent.	Other Sources.	Per cent.	Total.
	$		$		$		$		$
1875.....	6,410,934	32·92	12,073,570	62·00	693,250	3·56	292,784	1·52	19,470,539
1876.....	6,254,866	32·25	12,211,158	63·08	703,994	3·63	188,064	0·96	19,358,084
1877.....	6,458,493	34·46	11,351,264	60·40	744,741	3·97	217,554	1·16	18,742,053
1878.....	6,386,325	31·12	13,129,191	63·98	795,797	3·87	208,763	1·01	20,520,078
1879.....	6,459,598	32·41	12,509,093	62·77	789,926	3·96	166,448	0·83	19,935,066
1880.....	7,076,339	30·03	15,506,935	65·81	851,288	3·18	102,075	0·43	23,561,447
1881.....	8,223,254	29·34	18,666,982	66·69	946,159	3·37	145,332	0·51	27,987,508
1882.....	10,018,477	34·51	17,729,945	61·07	1,037,460	3·57	235,857	0·81	29,027,789
1883.....	10,583,119	31·69	21,320,208	64·13	1,108,208	3·33	261,423	0·78	33,244,586
1884.....	11,204,036	33.70	20,763,243	62·12	1,155,044	3·45	299,880	0·89	33,421,705
1885.....	10,559,796	32·76	19,962,058	61·94	1,283,307	3·98	422,306	1·31	32,227,469
1886.....	10,261,691	30·73	21,183,967	63·44	1,432,360	4·02	511,362	1·53	33,389,381
1887.....	11,867,597	30·55	24,581,047	63·28	1,575,157	4·05	771,992	1·98	38,841,609
1888.....	12,744,636	30·22	26,410,084	62·62	1,627,731	3·85	1,376,699	3·26	42,159,152
1889.....	13,242,708	31·41	26,671,049	63·27	1,681,162	3·98	554,694	1·29	42,149,615
1890.....	13,731,768	29·31	29,921,788	63·87	1,757,977	3·96	1,423,592	3·25	46,843,826
1891.....	14,286,408	29·64	30,548,645	63·38	1,904,961	3·95	1,452,083	3·01	48,192,099
1892.....	14,788,465	28·61	33,230,121	64·28	1,995,059	3·85	1,672,121	3·23	51,685,768
1893.....	15,087,299	29·12	32,935,028	63·28	2,151,769	4·13	1,868,298	3·59	52,042,396
1894.....	15,452,420	31·18	29,982,482	60·50	2,182,942	4·40	1,934,682	3·94	49,552,528
1895.....	13,311,440	28·42	29,545,490	63·15	2,198,460	4·43	1,730,096	3·68	46,785,486
1896.....	13,747,773	27·19	32,368,082	64·03	2,396,082	4·07	2,033,069	4·02	50,545,569
1897.....	13,929,346	26·48	33,522,102	62·88	2,624,573	5·01	2,278,106	4·35	52,353,276
1898.....	15,622,311	26·16	38,508,175	64·48	2,732,004	4·59	2,852,613	4·77	59,715,105
1899.....	15,929,583	25,59	40,101,036	64·42	2,842,681	4·56	3,370,483	5·41	62,243,784
1900.....	18,581,452	26·26	45,643,699	64·52	3,012,486	4·25	3,502,632	4·95	70,740,270
1900.....	18*581,452	26,26	45·643,699	64·52	3,012,486	4·25	3,502,632	4·95	70,740,270
1901.....	19,396,302	26·60	46,665,103	64·01	3,105,457	4·25	3,731,885	5·12	72,898,749
1902.....	22,600,090	27·01	53,986,672	64·52	3,273,302	3·91	3,806,437	4·54	83,666,503
1903.....	24,862,109	25·88	63,089,448	65·67	3,596,145	3·53	4,716,823	4·91	96,064,526
1904.....	26,901,831	26·84	64,673,919	64·53	4,031,662	4,02	4,612,022	4·61	100,219,436
1905.....	28,959,649	27·20	68,203,320	64·13	3,961,769	3·07	5,342,459	5·01	106,467,198
1906.....	33,392,188	26·64	81,433,115	64·97	4,510,649	3·59	5,986,912	4·77	125,322,865

Details with respect to earnings are given in tables 6, 7 and 9 in the body of this report.

OPERATING EXPENSES.

Operating expenses in 1912 aggregated $150,726,539.87—an increase of $19,691,754.92 over 1911. This increase was equal to 15·0 per cent.

Per mile of line, operating expenses in 1912 amounted to $5,639.48, as compared with $5,158.85 in 1911. The increase was $480.63 per mile; or 9·3 per cent.

The following are comparisons of gross earnings per mile of line, operating expenses per mile and net earnings per mile since 1907:—

	Gross earnings per mile.	Operating expenses per mile.	Net earnings per mile.
	$ cts.	$ cts.	$ cts.
1907	6,535 64	4,620 90	1,914 73
1908	6,397 21	4,673 30	1,724 90
1909	6,017 89	4,339 53	1,678 40
1910	7,033 93	4,868 60	2,165 83
1911	7,430 45	5,158 85	2,271 64
1912	8,209 07	5,639 48	2,569 59

The earnings from all sources, divided by the aggregate train mileage, called earnings per train mile, and the total operating expenses, divided by the mileage of all trains, representing the cost of running a train one mile, are shown in comparative form in the following table:—

	Earnings per train mile.	Expenses per train mile.
	$	$
1899	1·192	0·779
1900	1·282	0·864
1901	1·366	0·944
1902	1·501	1·028
1903	1·591	1·117
1904	1·634	1·216
1905	1·614	1·213
1906	1·723	1·198
1907	1·953	1·381
1908	1·869	1·364
1909	1·816	1·309
1910	2·036	1·409
1911	2·103	1·460
1912	2·173	1·493

It will be observed that the cost of running trains has risen steadily during the years dealt with in the foregoing table. While earnings per train mile have increased 82·3 during that period, operating expenses per train mile have increased 91·6 per cent.

The distribution of operating expenses in 1912 and three preceding years is shown in the following tables:—

Operating expenses.	1099.	Per cent.	1910.	Per cent.
	$ cts.		$ cts.	
Way and structures	21,153,274 46	20·22	27,035,603 46	22·45
Equipment	21,510,303 59	20·56	26,002,301 30	21·59
Traffic expenses	3,798,824 57	3·63	4,366,176 92	3·63
Transportation	54,284,587 41	51·89	58,928 170 74	48·94
General expenses	3,853,094 40	3·70	4,073,188 00	3·39

Operating Expenses.	1911.	Per cent.	1912.	Per cent.
	$ cts.		$ cts.	
Way and Structures	29,245,093 22	22·32	31,514,098 12	20·90
Equipment	26,127,638 12	19·94	29,811,510 09	19·78
Traffic expenses	4,831,744 50	3·69	5,293,699 75	3·51
Transportation	66,343,269 58	50·63	78,969,543 65	52·39
General expenses	4,487,039 53	3·42	5,137,688 26	3·42

On the next page will be found an analysis showing the items which created the foregoing totals.

Following is a table, showing a comparison of operating expenses for 1909, 1910, 1911 and 1912, together with the ratio which each item bore to the total:—

Operating Expenses.	1909.		1910.		1911.		1912.	
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
	$ cts.		$ cts.		$ cts.		$ cts.	
Maintenance of Way and Structures—								
Superintendence	759,240 98	·72	839,925 47	·70	985,527 44	·75	1,091,847 56	·72
Ballast	198,796 80	·19	415,078 44	·34	367,613 12	·28	282,985 06	·19
Ties	2,678,384 80	2·56	3,436,727 46	2·85	3,565,954 29	2·72	3,728,821 52	2·47
Rails	1,343,471 77	1·28	1,753,740 37	1·44	1,959,164 83	1·49	1,420,874 49	·94
Other track material	1,084,342 40	1·03	1,141,231 29	·94	1,151,744 99	8·8	1,192,472 45	·79
Roadway and track	8,469,429 03	8·09	11,683,918 50	9·70	11,965,503 22	9·13	13,938,132 11	9·24
Removal of snow and ice	1,139,937 37	1·08	968,916 50	·80	1,641,046 60	1·25	1,448,192 02	·96
Tunnels	18,413 27	·01	17,528 99	·14	27,251 43	·02	13,656 68	·01
Bridges, trestles and culverts	1,603,291 03	1·53	2,048,471 72	1·70	2,133,642 56	1·62	2,2 65,127 73	1·5
Over and under grade crossings	37,179 87	·03	31,097 05	·02	81,561 67	·06	69,130 78	0·40
Grade crossings, fences, &c	528,111 60	·49	614,500 97	·40	651,581 83	·50	619,956 79	·41
Snow fences and sheds	91,538 47	·08	81,225 86	·06	117,479 11	·09	178,989 38	·11
Signals and interlocking plants	131,419 79	·12	155,668 13	·13	174,926 25	·13	177,140 97	·11
Telegraph and telephone lines	246,934 48	·23	438,160 47	·36	504,792 52	·38	554,159 03	·36
Electric power transmission	4,646 36	·00	116,325 48	·09	3,860 34	·00		
Buildings, fixtures and grounds	2,241,319 79	2·14	2,461,761 72	2·04	3,090,367 46	2·36	3,684,523 98	2·44
Docks and wharfs	187,879 64	·17	167,519 61	·14	170,387 62	·13	124,819 98	·08
Roadway tools and supplies	238,789 60	·21	267,462 06	·22	343,654,12	·26	375,628 15	·25
Injuries to persons	42,563 21	·04	66,233 81	·05	82,457 05	·06	102,076 50	·07
Stationery and printing	40,519 73	·04	47,019 92	·04	60,839 28	·02	65,492 46	·04
Other expenses	25,741 90	·02	19,439 05	·01	21,026 65	·02	19,982 80	·01
Maintaining joint tracks, yards, &c., balance	32,984 57	·03	120,340 85	·10	144,710 93	·11	160,087 68	·10
Maintenance of Equipment—								
Superintendence	497,292 54	·47	565,442 79	·46	614,929 23	·47	648,612 28	·43
Steam locomotives, repairs	9,427,704 22	9·01	10,876,301 12	9·02	10,643,270 84	8·12	12,017,379 67	7·97
Steam locomotives, renewals	411,781 23	·04	585,978 33	·48	688,329 54	·52	630,658 21	·42
Electric locomotives, repairs	11,060 55	·01			3,903 88	·00	6,846 88	·00
Passenger train cars, repairs	2,595,472 23	2·48	3,486,546 88	2·89	3,176,119 01	2·42	3,707,031 92	2·47
Passenger train cars, renewals	158,959 43	·15	229,517 21	·19	285,139 50	·22	309,301 40	·20
Freight train cars, repairs	5,893,635 61	5·63	7,243,600 61	·601	7,498,527 27	5·72	8,863,819 02	5·88
Freight train cars, renewals	879,717 84	·84	1,001,559 92	·83	1,044,217 85	·80	1,200,598 14	·79
Work equipment, repairs	454,543 08	·43	698,592 58	·57	824,105 05	·63	798,808 85	·53

Following is a table showing a comparison of operating expenses for 1909, 1910, 1911 and 1912, &c.—*Concluded.*

Operating Expenses.	1909.		1910.		1911.		1912.	
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
	$ cts.		$ cts.		$ cts.		$ cts.	
Maintenance and Equipment—*Con.*								
Work equipment, renewals	87,618 41	·08	141,530 79	·11	125,697 62	·09	215,937 08	·15
Floating equipment, repairs	44,111 84	·04	137,694 15	·11	125,895 18	·09	85,599 62	·05
Floating equipment, renewals							2,094 84	·00
Shop machinery and tools	761,738 82	·73	777,666 28	·64	877,373 11	·00	1,070,366 36	·71
Power plant equipment	7,119,51	·00	2,218 52	·00	3,908 94	·00	3,232 91	·00
Injuries to persons	33,614 04	·03	41,122 58	·03	35,474 48	·03	65,791 22	·04
Stationery and printing	64,883 49	·06	71,196 77	·05	78,064 46	·06	92,060 58	·06
Other expenses	121,201 13	·11	93,254 29	·07	100,481 58	·08	89,250 47	·05
Equipment loaned and borrowed—Dr.	60,653 23	·05	41,117 49	·03	105 67	·00	4,127 54	·00
Traffic expenses—								
Superintendence	789,829 20	·75	873,134 66	·72	946,707 75	·72	1,072,922 35	·71
Outside agencies	1,630,331 55	1·55	1,980,700 23	1·64	2,237,388 49	1·70	2,376,970 60	1·57
Advertising	698,539 25	·66	804,392 81	·66	821,328 74	·63	1,009,598 72	·70
Traffic associations	74,397 04	·07	83,673 99	·06	100,723 48	·08	107,472 05	·07
Fast freight line	303,285 09	·29	224,655 69	·18	207,842 69	·16	185,507 55	·11
Industrial and immigration bureaus	18,856 06	·02	36,954 96	·03	109,000 33	·08	77,031 07	·04
Stationery and printing	278,799 24	·26	356,373 61	·29	397,325 63	·30	458,175 87	·30
Other expenses	4,787 14	·00	6,290 97	·00	11,427 60	·01	6,021 54	·00
Transportation expenses—								
Superintendence	1,258,246 56	1·20	1,327,856 06	1·10	1,484,480 47	1·13	1,664,102 69	1·10
Despatching trains	794,148 07	·76	796,991 87	·66	879,512 46	·67	989,010 82	·65
Station employees	7,144,573 81	6·83	8,315,042 55	6·90	9,539,510 35	7·28	10,949,743 16	7·26
Weighing and car service association	46,049 36	·04	56,701 82	·04	46,117 02	·03	55,836 65	·03
Coal and ore docks	19,909 99	·01	50,177 08	·04	40,795 60	·03	5,278 84	·00
Station supplies and expenses	798,021 05	·76	853,102 92	·71	892,376 56	·74	1,132,947 80	·75
Yardmasters and their clerks	374,334 16	·35	405,805 05	·33	499,570 69	·37	577,624 19	·37
Yard conductors and brakemen	1,533,070 52	1·46	1,849,942 79	1·53	2,630,566 87	2·01	3,331,536 42	2·21
Yard, switch and signal tenders	183,210 94	·17	193,013 69	1·6	212,336 65	·04	247,410 79	·17
Yard supplies and expenses	71,682 94	·06	57,503 26	·04	60,331 26	·04	94,521 95	·06
Yard enginemen	1,144,827 42	1·09	1,299,915 93	1·07	1,664,889 64	1·27	2,088,282 16	1·38
Engine house expenses—yard	337,421 60	·32	377,954 92	·31	479,790 74	·36	590,541 03	·38
Fuel for yard locomotives	1,433,354 45	1·37	1,737,575 56	1·44	2,034,664 63	1·55	2,588,822 97	1·71
Water for yard locomotives	80,869 73	·07	86,510 94	·07	100,992 61	·03	120,426 90	·08

Lubricants for yard locomotives	31,159 05	·03	32,057 60	·02	35,173 51	·08	38,920 16	·02
Other supplies for yard locomotives	34,274 79	·03	40,807 38	·03	44,979 76	,03	54,854 87	·03
Operating joint yards, &c., balance—Dr	424,953 72	·40	477,543 27	·39	522,751 38	·40	561,164 50	·36
Motormen	10,599 40	·01	.....	.....	10,685 97	·00	1,634 69	·00
Road enginemen	6,305,369 08	6·02	6,891,165 42	5·72	7,749,405 13	6·06	9,197,792 77	6·10
Engine house expenses—road	2,075,177 82	1·88	2,125,418 22	1·77	2,393,116 79	1·82	2,830,518 62	1·87
Fuel for road locomotives	16,111,095 45	15·40	16,832,817 13	13·97	18,147,438 22	13·84	21,591,999 64	14·32
Water for road locomotives	746,594 70	·71	768,167 84	·63	859,072 53	·65	1,042,137 09	·70
Lubricants for road locomotives	245,976 65	·23	270,872 01	·22	306,940 63	·23	351,407 64	·23
Other supplies	287,462 54	·27	306,586 55	·25	354,875 66	·50	388,381 63	·26
Operating power plant	28,515 15	·02	175 48	·00	3,665 77	·00	.....	.....
Purchased power	.....	.....	.....	.....	15,003 18	·01	.....	.....
Road trainmen	6,584,565 63	6·29	7,247,121 40	6·01	8,306,084 59	6·34	9,994,675 15	6·63
Train supplies and expenses	2,201,549 18	2·10	2,428,155 75	1·94	2,688,435 63	2·05	3,246,648 32	2·15
Interlocks, block and other signals	223,370 27	·21	230,629 58	·19	196,894 92	·15	202,218 86	·14
Crossing flagmen and gatemen	117,726 84	·11	128,315 59	·10	146,160 69	·11	160,959 35	·10
Drawbridge operation	37,313 04	·03	41,167 50	·03	101,717 47	·08	49,469 52	·03
Clearing wrecks	330,212 24	·31	314,005 59	·26	340,988 87	·26	513,957 11	·36
Telegraph and telephone—operation	216,322 74	·20	237,189 55	·19	249,331 33	·19	291,858 47	·19
Operating floating equipment	331,446 35	·31	390,301 92	·32	289,605 15	·22	249,569 38	·17
Express service	6,532 66	·00	6,717 25	·00	7,374 77	·00	7,597 55	·00
Stationery and printing	479,151 53	·46	575,269 34	·48	620,273 92	·47	708,465 09	·47
Other expenses	238,914 58	·21	270,420 72	·22	334,214 49	·26	372,159 75	·25
Loss and damage—freight	1,004,774 74	·96	865,688 58	·71	1,073,407 20	·82	1,424,702 68	·95
Loss and damage—baggage	21,973 64	·02	15,007 36	·01	18,802 07	·01	20,410 21	·01
Damage to property	163,483 71	·15	172,429 79	·14	197,677 02	·15	528,670 31	·37
Damage to stock on right of way	59,626 02	·05	57,281 26	·05	68,048 50	·04	76,755 46	·05
Injuries to persons	657,011 14	·63	658,205 05	·54	559,058 38	·03	554,323 50	·37
Operating joint tracks—Dr	76,728 69	·07	88,462 03	·07	46,149 91	·42	72,205 27	·04
General expenses—								
Salaries and expenses of general offices	739,028 29	·07	754,158 00	·62	808,131 25	·63	1,011,334 22	·69
Salaries and expenses of clerks, &c	1,126,730 58	1·06	1,197,850 70	1·00	1,322,385 75	1·00	1,512,453 07	1·00
General office supplies and expenses	227,096 50	·21	193,026 52	·16	227,932 86	·17	266 635 75	·17
Law expenses	480,924 76	·46	511,659 98	·42	585,862 84	·45	601,957 19	·38
Insurance	593,060 31	·56	654,633 93	·54	726,168 79	·55	831,127 09	·55
Relief department expenses	29,941 71	·02	28,558 43	·02	28,504 34	·02	30,261 38	·02
Pensions	188,282 26	·18	181,255 41	·15	186,323 02	·14	194,858 13	·11
Stationery and printing	152,910 01	·14	177,661 48	·14	191,210 03	·15	198,698 78	·11
Other expenses	296,749 50	·27	360,756 97	·30	398,981 16	·30	478,766 18	·32
General administration joint tracks, &c.—Dr	18,370 48	·02	13,626 58	·01	11,539 49	·00	11,596 47	·01

Prior to 1909 a different classification of operating expenses was in force and accurate comparisons cannot be made with the years 1907 and 1908. In order, however, that the facts for the two years indicated may be available the following statement is given:—

	1907.	Per cent.	1908.	Per cent.
	$ cts.		$ cts.	
Maintenance of way and structures—				
Repairs of roadway	11,160,086 67	11·79	10,640,542 68	9·93
Renewals of rails	1,205,088 24	1·27	1,604,594 76	1·49
Renewals of ties	2,230,575 56	2·35	2,204,083 47	2·05
Repairs and renewals—bridges and culverts	1,408,552 02	1·48	1,465,753 45	1·37
" " fences, crossings, &c	481,129 18	·50	519,671 89	·49
" " buildings, &c	2,144,109 98	2·26	2,690,915 90	2·51
" " docks and wharfs	103,280 37	·10	167,017 45	·16
" " telegraph	265,183 58	·28	294,301 15	·27
Stationery and printing	30,599 20	·03	43,924 32	·04
Other expenses	78,663 70	·08	1,122,793 11	1·05
Maintenance of equipment—				
Superintendence	591,196 08	·62	621,032 61	·58
Repairs and renewals of locomotives	7,999,802 52	8·45	8,008,613 01	7·48
" " passenger cars	2,473,908 84	2·61	2,272,386 82	2·54
" " freight cars	6,933,574 61	7·32	6,855,843 98	6·40
" " work cars	146,148 39	·15	608,109 17	·57
" " marine equipment	33,221 35	·03	52,181 21	·05
" " shop machinery and tools	738,833 13	·78	779,160 38	·72
Stationery and printing	74,466 22	·07	77,384 68	·07
Other expenses	815,751 04	·86	523,535 96	·49
Conducting transportation—				
Superintendence	1,611,297 91	1·70	1,956,260 03	1·83
Engine and roundhouse men	7,814,573 02	8·25	9,471,240 67	8·84
Fuel for locomotives	15,137,504 48	15·99	17,718,468 24	16·54
Water supply for locomotives	656,730 03	·69	764,790 58	·71
Oil, tallow and waste for locomotives	409,397 18	·43	383,670 36	·36
Other supplies for locomotives	195,970 04	·20	313,146 02	·29
Train service	6,228,136 56	6·58	8,155,855 59	7·61
Train supplies and expenses	1,873,515 88	1·97	2,136,581 33	2·00
Switchmen, flagmen, &c	2,013,294 16	2·12	1,690,242 28	1·58
Telegraph expenses	2,562,478 44	2·70	1,757,495 05	1·64
Station service	5,634,176 10	5·95	6,748,608 03	6·30
Station supplies	671,972 51	·71	765,240 87	·71
Switching charges—balance	114,516 96	·12	319,186 77	·30
Car mileage—balance	1,156,891 46	1·22	1,467,775 90	1·31
Hire of equipment—balance	106,008 61	·11	115,250 52	·10
Loss and damage	892,937 26	·94	1,232,518 70	1·15
Injuries to persons	642,248 43	·67	758,011 23	·70
Clearing wrecks	426,784 63	·45	372,627 40	·35
Operating marine equipment	918,769 17	·97	1,138,272 64	1·06
Advertising	451,673 54	·47	571,387 92	·53
Outside agencies	1,180,134 05	1·24	1,500,272 23	1·40
Commissions	77,509 43	·08	365,588 35	·34
Stock yards and elevators	185,304 78	·19	171,887 17	·16
Rents for tracks, terminals, &c	542,199 81	·57	1,333,401 74	1·24
Rents for buildings, &c	202,031 61	·21	135,834 45	·12
Stationery and printing	603,426 93	·63	740,851 59	·69
Other expenses	236,885 82	·25	295,729 67	·28
General expenses—				
Salaries of general officers	723,956 74	·76	775,732 94	·72
Salaries of clerks, &c	918,157 19	·97	1,085,738 37	1·01
General office expenses and supplies	195,204 97	·26	237,571 05	·22
Insurance	509,547 71	·53	615,638 68	·58
Law expenses	396,383 18	·41	445,076 69	·41
Stationery and printing	163,863 19	·17	161,271 64	·15
Other expenses	265,972 77	·28	386,499 27	·36

Details of operating expenses for 1912, by railways, will be found in Table 8.

The following statement shows maintenance of way and structures, together with maintenance of equipment, per mile of line, for the past five years:—

Year.	Maintenance of Way. Amount.	Mileage.	Amount per Mile of Line.	Year.	Maintenance of Equipment Amount.	Mileage.	Amount per Mile of Line.
	$ cts		$ cts		$ cts		$ cts
1907	20,887,091 66	22,452	930 30	1907	21,666,373 08	22,452	965 01
1908	20,778,609 78	22,966	904 76	1908	20,273,625 95	22,966	882 77
1909	21,153,274 46	24,104	877 58	1909	21,510,303 59	24,104	892 40
1910	27,035,603 46	24,731	1,093 19	1910	26,002,301 30	24,731	1,051 41
1911	29,245,093 22	25,400	1,151 38	1911	26,127,638 12	25,400	1,028 65
1912	31,514,098 12	26,727	1,179 11	1912	29,811,510 09	26,727	1,115 41

So that the more important items relating to earnings and operating expenses may be had before the eye in convenient form for comparison, the following table is presented:—

	1907.	1908.	1909.
	$	$	$
Gross earnings	146,738,214	146,918 313	145,056,336
Net earnings	42,989,537	39,614,171	40,456,251
Gross earnings per mile	6,535·64	6,397·21	6,017·89
Net earnings per mile	1,914·73	1,724·90	1,678·40
Earnings per passenger	1·219	1·175	1·195
" ton	1·472	1·486	1·432
" passenger train mile	1·263	1·228	1·150
" freight train mile	2·069	2·008	2·041
" train mile, all trains	1·875	1·791	1·816
Operating Expenses	103.748,672	107,304,143	104,600,084
" per mile	4,620·90	4,672·30	4,339·53
Cost of running trains one mile	1·381	1·364	1·309

—	1910.	1911	1912.
Gross earnings	173,956,217	188,733,494	219,726,540
Net earnings	53,550,776	57,698,709	68,677,213
Gross earnings per mile	7,033,93	7,430·45	8,209·94
Net earnings per mile	2,165·83	2,271·60	2,569·58
Earnings per passenger	1·282	1·363	1·375
" ton	1·560	1·561	1·655
" passenger train mile	1·277	1·348	1·390
" freight train mile	2·316	2·376	2·494
" train mile, all trains	2·036	2·103	2·174
Operating expenses	120,405,440	131,034,785	150,726,540
" per mile	4,868·60	5,158·85	5,639·48
Cost of running trains one mile	1·409	1·460	1.493

Following is a comprehensive table showing gross earnings, net earnings and operating expenses per mile of line since 1875:—

Year.	Gross Earnings.	Per Mile of Line.	Net Earnings.	Per Mile of Line.	Operating Expenses.	Per Mile of Line.	Net to Gross %	Net to Operating %
	$	$	$	$	$	$		
1875	19,470,539	4,054	3,695,007	769	15,775,532	3,284	19	23
1876	19,358,084	3,710	3,555,363	681	15,802,721	3,029	18	22
1877	18,742,053	3,241	3,451,962	597	15,290,091	2,644	18	23
1878	20,520,078	3,296	4,419,976	710	16,100,102	2,586	22	27
1879	19,925,066	2,905	3,736,784	545	16,188,282	2,360	19	23
1880	23,561,447	3,275	6,720,742	934	16,840,705	2,341	29	40
1881	27,987,508	3,818	7,866,090	1,073	20,121,418	2,745	28	39
1882	29,027,789	3,338	6,637,081	763	22,390,708	2,575	23	30
1883	33,244,586	3,471	8,552,919	893	24,691,667	2,578	26	35
1884	33,421,705	3,253	7,826,364	762	25,595,341	2,492	23	31
1885	32,227,469	2,992	8,212,118	762	24,015,351	2,229	25	34
1886	33,389,381	2,831	9,271,799	786	24,117,582	2,045	28	38
1887	38,841,609	3,188	11,216,926	921	27,624,683	2,267	29	41
1888	42,159,152	3,466	11,507,106	946	30,652,046	2,520	27	38
1889	42,149,615	3,338	11,111,570	880	31,038,045	2,458	26	36
1890	46,843,826	3,562	13,930,476	1,059	32,913,350	2,503	30	42
1891	48,192,099	3,483	13,231,650	956	34,960,449	2,526	27	38
1892	51,685,768	3,549	15,197,540	1,044	36,488,228	2,505	26	42
1893	52,042,396	3,468	15,426,363	1,028	36,616,033	2,440	30	42
1894	49,552,528	3,171	14,334,096	917	35,218,432	2,254	29	41
1895	46,785,486	2,928	14,035,818	879	32,749,668	2,050	30	43
1896	50,545,569	3,107	15,502,915	953	35,042,654	2,154	31	44
1897	52,353,276	3,163	17,184,611	1,038	35,168,665	2,125	33	49
1898	59,715,105	3,540	20,577,556	1,220	39,137,549	2,320	34	53
1899	62,243,784	3,608	21,537,567	1,248	40,796,217	2,360	35	53
1900	70,740,270	4,006	23,040,472	1,305	47,699,798	2,701	33	48
1901	72,898,749	4,019	22,530,023	1,242	50,368,726	2,777	31	45
1902	83,666,503	4,471	26,322,911	1,407	57,343,592	3,064	31	46
1903	96,064,526	5,059	28,583,003	1,505	67,481,523	3,554	30	42
1904	100,219,436	5,158	25,656,275	1,320	74,563,161	3,837	26	34
1905	106,467,198	5,196	26,489,625	1,293	79,977,573	3,904	25	33
1906	125,322,865	5,869	38,193,431	1,789	87,129,434	4,080	30	44
1907	146,738,214	6,535	42,989,542	1,915	103,748,672	4,621	29	41
1908	146,918,314	6,397	39,614,171	1,725	107,304,143	4,672	27	37
1909	145,056,336	6,018	40,456,252	1,678	104,600,084	4,340	28	39
1910	173,956,217	7,034	53,550,777	2,165	120,405,440	4,869	31	44
1911	188,733,494	7,430	57,698,709	2,272	131,034,785	5,158	31	44
1912	219,403,753	8,209	68,677,212	2,570	150,726,540	5,639	31	45

EQUIPMENT.

The equipment reported for the year 1912 was as follows:—

	Number.	Increase.
Locomotives	4,484	265
Cars in passenger service	4,946	433
Cars in freight service	140,918	13,760
Cars in Company's service	10,466	883

In addition, 181 locomotives and 7,593 cars were reported as being leased. Fast Freight Line Service embraced 265 cars.

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The growth of equipment during the past six years, omitting company's cars, is shown in the following statement of numbers:—

——	1907.	1908.	1909.	1910.	1911.	1912.
Locomotives	3,504	3,872	3,969	4,079	4,219	4,484
Freight cars	107,407	115,709	117,779	119,713	127,158	140,918
Passenger cars	3,642	4,026	4,192	4,320	4,513	4,946

During the past six years, locomotives have been reported as having been assigned to the following services:—

Locomotives.	1907.	1908.	1909.	1910.	1911.	1912.
Passenger	964	1,122	1,056	1,090	1,125	1,192
Freight	2,206	2,392	2,539	2,601	2,659	2,787
Switching	334	358	374	388	435	505

Cars in passenger service have been classified, since 1907, as follows:—

Cars in passenger Service.	1907.	1908.	1909.	1910.	1911.	1912.
First class	1,300	1,493	1,560	1,564	1,601	1,788
Second class	472	487	471	512	517	550
Combination	405	422	429	435	434	453
Emigrant	272	303	317	318	357	389
Dining	105	114	127	123	137	159
Parlour	63	63	60	69	80	89
Sleeping	212	236	261	283	306	353
Baggage, express and postal	782	873	926	979	1,045	1,132
Other	31	35	41	37	36	33
Totals	3,642	4,026	4,192	4,320	4,513	4,946

Cars in freight service have been divided into the following classes:—

Cars in Freight Service.	1907.	1908.	1909.	1910.	1911.	1912.
Box	68,149	72,863	74,477	75,983	79,412	89,982
Flat	20,477	21,759	21,188	20,769	21,069	22,000
Stock	4,817	5,047	5,518	5,528	5,809	6,322
Coal	10,358	11,616	11,721	12,680	13,768	14,715
Tank	132	197	197	195	277	390
Refrigerator	1,917	2,423	2,466	2,539	2,807	3,082
Other	1,557	1,804	2,212	2,019	4,016	4,427
Totals	107,407	115,709	117,779	119,713	127,158	140,918

Cars in Company's service were classified as follows: officers' and pay, 100; gravel, 2,617; derrick, 157; caboose, 2,223; other road cars, 5,369—a total of 10,466.

The capacity of freight cars, as reported during the past six years, has been as follows:—

	1907.		1908.		1909.	
	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.
Box	66,934	1,848,980	72,862	2,048,227	74,479	2,130,145
Flat	20,118	535,167	21,781	592,496	21,220	584,455
Stock	4,731	122,550	5,047	133,578	5,561	150,800
Coal	10,060	291,638	11,616	362,233	11,721	379,981
Tank	132	2,632	197	4,000	197	4,012
Refrigerator	1,745	48,745	2,423	69,000	2,465	71,085
Other	1,820	59,200	1,941	67,410	2,273	64,835
Totals	105,540	2,908,903	115,867	3,277,394	117,916	3,385,313

	1910.		1911.		1912.	
	No.	Capacity. in tons.	No.	Capacity. in tons.	No.	Capacity. in tons.
Box	75,983	2,211,963	79,412	2,343,920	89,982	2,741,350
Flat	20,769	576,198	21,069	600,970	22,000	648,010
Stock	5,528	151,565	5,809	161,765	6,322	178,070
Coal	12,680	438,178	13,768	508,215	14,715	561,175
Tank	195	3,962	277	7,490	390	12,720
Refrigerator	2,539	73,520	2,807	81,815	3,082	90,410
Other	2,019	58,720	4,016	102,105	4,427	130,540
Total	119,713	3,514,106	127,158	3,806,280	140,918	4,362,275

The significance of the foregoing figures is found in the fact that, whereas the average capacity for box cars in 1907 was 27·6 tons, in 1912 it had grown to 30·4 tons.

Further information regarding the growth of freight units will be found in the following comparison of classes:—

Class.	Capacity Pounds.	1908.	1909.	1910.	1911.	1912.
I	10,000	771	859	393	273	77
II	20,000	1,995	1,147	1,275	1,115	742
III	30,000	3,227	4,143	2,412	3,332	3,277
IV	40,000	25,855	22,320	20,858	18,899	14,695
V	50,000	1,135	878	1,029	673	3,237
VI	60,000	69,416	73,737	76,610	82,555	89,512
VII	70,000	230	220	217	166	292
VIII	80,000	9,790	10,837	11,927	14,075	21,951
IX	90 000	.....	60	.....	.....	.....
X	1000,00	3,448	3,715	4,992	6,070	7,135
XI	110,000	.....	.....	.....	.....	.....
XII	120,000	.....	.....	.....	.....	.....
All over	120,000	.....	.....	.....	.....	.....
Total	.....	115,867	117,916	119,713	127,158	140,918

It will be observed that there has been a persistent decline in the number of smaller freight units, and a steady increase in the number of cars of larger capacity. For example, there were in 1908 but 9,790 cars in freight service having a capacity of 80,000 pounds; in 1912 there were 21,951.

The available supply of rolling stock per 1,000 miles of line, during the past six years, has been as follows:—

Rolling Stock.	Per 1,000 Mile of Line.					
	1907.	1908.	1909.	1910.	1911.	1912.
Locomotives	156	169	165	165	166	168
Freight cars	4,783	5,039	4,887	4,840	5,006	5,273
Passenger cars	162	175	174	174	177	185

Practically all the cars in passenger and freight service in 1912 were fitted with automatic couplers and train brake.

The equipment reported by the various railways will be found in detail in table No. 13 and table No. 14.

TRAIN, CAR AND LOCOMOTIVE MILEAGE.

The total mileage of revenue passenger, freight, mixed and special trains in 1912 was 100,730,271—a gain of 11,213,738 over 1911.

There was also a mileage of 4,438 812 attached to trains classified as non revenue.

The following table relating to train mileage will show the facts in comparative form since 1907:—

——	1907.	1908.	1909.	1910.	1911.	1912.
Passenger trains	30,220,461	31,950,349	32,295,730	35,022,541	36,985,911	40,440,393
Freight trains	38,923,890	40,476,370	40,304,906	43,742,668	46,220,813	53,652,141
Mixed trains	3,971,414	6,201,807	7,061,580	6,441,440	6,277,468	6,473,882
Special trains	.....	.....	.....	202,592	232,341	363,855
Total	75,115,765	78,637,526	79,662,216	85,409,241	89,716,533	100,930,271

The ratio which each class of train mileage in the above table bore to the total train mileage in each year since 1907 was as follows:—

——	1907.	1908.	1909.	1910.	1911.	1912.
Passenger trains	40·23	40·63	40·54	40·00	41·22	40·06
Freight trains	51·81	51·47	50·59	51·21	51·52	53·15
Mixed trains	7·90	7·90	8·87	7·54	6·98	6·41
Special trains	.....	.....	.....	·25	·27	·38

Following is the record of train mileage since 1875:—

Years.	Passenger Trains.	Freight Trains.	Mixed Trains.	Special Trains.	Total Train Mileage.	Engine-Mileage.
1875	5,206,353	10,910,181	1,563,644	.....	17,680,178	19,633,026
1876	5,837,461	9,616,148	2,650,019	.....	18,103,628	21,011,052
1877	6,271,980	11,403,517	1,775,316	.....	19,450,813	22,231,840
1878	6,225,327	9,981,786	3,462,334	.....	19,669,447	24,091,600
1879	6,987,919	6,510,636	7,068,450	.....	20,731,689	24,735,862
1880	7,312,168	10,775,380	4,157,292	.....	22,427,449	26,575,969
1881	8,298,957	15,163,634	2,099,487	.....	27,301,306	34,265,003
1882	15,074,891	15,638,013	2,357,393	.....	27,846,411	33,374,847
1883	9,651,427	16,123,387	10,951,424	.....	34,416,092	47,688,528
1884	9,315,694	15,710,630	4,254,595	.....	29,758,676	37,390,874
1885	9,511,455	16,382,553	4,729,681	.....	30,623,689	38,749,239
1886	9,214,131	15,914,127	5,182,557	.....	30,481,086	37,359,494
1887	10,838,993	17,997,819	4,539,906	.....	33,638,748	43,276,468
1888	11,859,684	20,651,834	4,763,318	.....	37,391,206	46,489,229
1889	12,900,483	20,739,391	5,179,506	.....	38,819,380	47,708,138
1890	14,362,870	22,428,249	5,058,210	.....	41,849,329	49,512,630
1891	14,987,647	23,592,370	4,819,161	.....	43,399,178	56,950,343
1892	15,237,093	24,399,014	4,812,361	.....	44,448,468	56,994,253
1893	15,859,978	23,220,761	5,305,214	.....	44,385,953	57,587,382
1894	16,542,860	21,423,496	5,803,673	.....	43,770,029	57,401,514
1895	15,332,276	19,939,699	5,389,915	.....	40,661,890	51,339,885
1896	15,846,645	23,299,776	5,354,181	.....	44,500,602	55,786,960
1897	17,237,974	23,595,000	4,947,877	.....	45,780,851	54,729,490
1898	19,305,603	26,868,366	4,514,424	.....	50,688,283	60,103,944
1899	20,093,378	26,922,348	5,199,481	.....	52,215,207	64,582,807
1900	20,922,098	24,662,906	9,592,867	.....	55,177,871	67,712,252
1901	19,115,472	23,888,302	10,345,620	.....	53,349,394	68,621,424
1902	21,104,036	24,891,813	9,734,007	.....	55,729,856	70,275,615
1903	22,095,705	28,840,434	9,446,781	.....	60,382,920	77,178,493
1904	23,502,876	28,278,310	9,530,816	.....	61,312,002	80,508,064
1905	25,428,018	34,372,998	6,133,098	.....	65,934,114	84,335,732
1906	28,071,648	39,045,168	5,606,666	.....	72,723,482	94,180,788
1907	30,220,461	38,923,890	5,971,414	.....	75,115,765	100,154,966
1908	31,950,349	40,476,370	6,210,807	.....	78,637,526	100,622,241
1909	32,295,730	40,304,906	7,061,580	.....	79,662,216	97,865,325
1910	35,022,541	43,742,668	6,441,440	202,592	85,409,241	106,019,475
1911	36,985,911	46,220,813	6,277,468	232,341	89,716,533	111,975,176
1912	40,440,393	53,652,141	6,473,882	363,855	100,930,271	127,401,480

The train mileage reported by the various railways in 1912 will be found in tables 10 and 11.

The relationship of train mileage to traffic and earnings therefrom, is shown in the following table:—

Year.	Freight Earnings.	Freight Train Mileage.	Number of Tons. Carried.	Earnings per Freight Train Mile.	Average Earnings per ton Carried.
	$ cts.	Mileage.	Tons.	$ cts.	$ cts.
1875	12,073,570	12,473,825	5,670,837	·988	2·129
1876	12,211,158	12,266,167	6,331,757	·995	1·928
1877	11,321,264	13,178,833	6,859,796	·859	1·650
1878	13,129,191	13,444,120	7,883,472	·977	1·665
1879	12,509,093	13,579,086	8,348,810	·921	1·498
1880	15,506,935	14,932,672	9,938,858	1·038	1·560
1881	18,666,982	17,263,121	12,065,323	1·081	1·547
1882	17,729,945	18,013,406	13,575,787	·984	1·305
1883	21,320,208	27,074,761	13,266,255	·787	1·607
1884	20,763,243	19,965,225	13,712,269	1·039	1·514
1885	19,962,058	21,112,234	14,659,271	·946	1·371
1886	21,183,967	21,096,684	15,670,460	1·004	1·351
1887	24,581,047	22,537,719	16,365,335	1·091	1·502
1888	26,410,084	25,415,152	17,172,759	1·039	1·537
1889	26,671,049	25,918,897	17,928,626	1·029	1·487
1890	29,921,788	27,486,459	20,787,469	1·089	1·439
1891	30,584,645	28,411,531	21,753,021	1·075	1·404
1892	33,230,121	29,211,375	22,189,923	1·138	1·502
1893	32,935,028	28,525,975	22,033,599	1·155	1·496
1894	29,982,482	27,227,169	20,721,116	1·101	1·446
1895	29,545,490	25,329,614	21,524,421	1·166	1·372
1896	32,368,082	28,653,957	24,266,825	1·130	1·333
1897	33,522,102	28,542,877	25,300,331	1·174	1·324
1898	38,508,175	31,382,790	28,785,903	1·227	1·340
1899	40,101,036	32,121,829	31,211,753	1·248	1·284
1900	45,643,699	34,255,773	35,946,183	1·332	1·269
1901	46,665,103	33,233,922	36,999,371	1·363	1·261
1902	53,986,672	34,625,820	42,376,527	1·559	1·273
1903	63,089,448	38,287,215	47,373,417	1·648	1·331
1904	64,673,919	30,809,126	48,097,519	1·711	1·344
1905	68,203,320	40,506,096	50,893,957	1·684	1·340
1906	81,433,115	44,651,834	57,966,713	1·824	1·405
1907	94,995,087	44,895,304	63,866,135	2·116	1·472
1908	93,746,655	46,687,177	63,071,167	2·008	1·486
1909	95,714,783	47,366,436	66,842,258	2·041	1·432
1910	116,229,894	50,184,108	74,482,866	2·316	1·560
1911	124,743,015	52,498,281	79,884,282	2·376	1·561
1912	148,030,899	60,126,023	89,444,331	2·455	1·655

For the purposes of the foregoing calculations the mileage of freight trains includes the mileage of mixed trains.

The record of car mileage since the facts were first available is as follows:

Car Mileage.	1908.	1909.	1910.	1911.	1912.
Loaded freight cars	748,924,820	775,543,414	910,858,711	946,946,917	1,102,719,543
Empty freight cars	284,944,529	281,175,615	280,255,329	311,984,866	310,974,528
Caboose cars	.....	37,644,038	45,367,459	47,834,318	55,692,091
Total	1,033,869,349	1,094,363,067	1,236,481,499	1,306,766,101	1,469,386,162

Locomotive mileage was 127,401,480, as compared with 111,975,176 in 1911. The following is a comparative statement for the past six years.—

Class of Locomotive.	1907.	1908.	1909.	1910.	1911.	1912.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Freight	43,824,909	42,291,082	43,280,549	47,239,088	49,354,983	57,143,590
Passenger	29,110,158	30,504,171	32,282,534	34,758,088	36,946,876	40,944,058
Mixed	7,492,278	7,410,971	7,237,422	8,211,350	8,256,424	7,742,514
Switching	14,816,272	14,941,179	14,832,834	15,581,077	17,300,773	21,159,394
Special	4,911,249	5,474,838	231,986	229,872	116,120	411,924
Total	100,154,966	100,622,241	97,865,325	106,019,475	111,975,176	127,401,480

FUEL CONSUMED BY LOCOMOTIVES.

The consumption of fuel by locomotives in 1912 reached a total of 7,783,736 tons, as compared with 6,800,648 tons in 1911.

The cost of fuel for locomotives in 1912 was $24,160,823, or $3,978,720 more than in 1911.

Following is a statement of the consumption of fuel by classes of locomotives during the past six years.:—

Class of Locomotive.	1907.	1908.	1909.	1910.	1911.	1912.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Freight	3,194,510	3,318,283	3,833,010	3,597,541	3,844,042	4,480,728
Passenger	1,331,178	1,446,919	1,834,700	1,636,454	1,813,809	1,983,238
Mixed	303,549	350,921	410,800	388,693	421,277	407,970
Switching	557,576	598,092	743,977	620,303	716,276	890,650
Construction	223,141	256,576	9,621	9,063	5,209	21,150
Total	5,608,954	5,970,791	6,832,108	6,252,054	6,800,648	7,783,736

The volume of fuel consumed, and the cost thereof, have been as follows since 1907:—

Year.	Tons.	Cost.
		$
1907	5,608,954	15,137,504
1908	5,970,791	17,718,468
1909	6,832,108	17,544,449
1910	6,252,054	18,570,393
1911	6,800,648	20,182,103
1912	7,783,736	24,160,823

The cost of fuel in 1912 was divided as follows: Yard locomotives, $2,588,823; road locomotives, $21,562,000.

The average cost of fuel for locomotives in 1912 was $3.12 per ton, as compared with $2.97 in 1911.

The following table will show the consumption of fuel by the various classes of locomotives, together with the mileage:—

Class of Locomotive.	Coal.		Wood.		Other Fuel.		Total.	Miles Run.
	Anthracite.	Bituminous.	Hard.	Soft.	Oil.	Charcoal.		
	Tons.	Tons.	Cords.	Cords.	Gallons.	Bushels.	Tons.	
Freight	1,121	4,458,829	619	24,987	687,159	61,990	4,480,728	57,143,590
Passenger	869	1,970,329	252	14,809	372,293	46,247	1,983,238	40,944,058
Mixed	2,339	399,085	183	3,724	424,364	4,006	407,970	7,742,514
Switching	1,045	883,591	25	6,415	243,593	21,698	890,650	21,159,394
Special	.....	21,104	.....	47	2,168	.....	21,150	411,924
Total	5,374	7,732,938	1,079	49,982	1,729,577	133,941	7,783,736	127,401,480

One and one half cords of hard wood equal one ton.
Two cords of soft wood equal one ton.
One gallon of oil is computed as 21·09 lbs.
One hundred bushels of charcoal computed as equal to one ton.

The weight of fuel consumed by each class of locomotive in 1912 and five preceding years is shown in the following table:—

Class of Locomotive.	Fuel consumed per 100 miles.					
	1907.	1908.	1909.	1910.	1911.	1912.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Freight	7·29	7·84	8·85	7·62	7·78	7·84
Passenger	4·57	4·74	5·68	4·71	4·91	4·84
Mixed	4·05	4·73	5·67	4·73	5·10	5·27
Switching	3·76	4·00	5·01	3·98	4·14	4·26
Construction	4·54	4·69	4·14	3·94	4·48	5·13

The cost of fuel per 100 miles is shown in the following comparative statement:—

Class of Locomotive.	Cost of fuel per 100 miles.					
	1907.	1908.	1909.	1910.	1911.	1912.
	$	$	$	$	$	$
Freight	19·61	23·20	22·65	22·48	22·17	24·46
Passenger	12·29	14·03	14·54	13·89	14·28	15·10
Mixed	10·89	14·00	14·51	13·95	14·84	16·44
Switching	10·11	11·84	12·82	11·74	12·04	13·38
Construction	12·21	13·88	10·59	11·62	13·03	16·00

The foregoing figures would indicate a considerable advance in the cost of fuel during the past six years.

ACCIDENTS.

Accidents in connection with the operation of Canadian railways in 1912 resulted in the killing of 568 persons and the injury of 3,780. These totals represent an increase over 1911 of 73 in the number killed, and of 451 in the number injured.

The movement of trains was accountable for 545 of the deaths, and 2,437 of the cases of injury.

One passenger in every 872,855 was killed, and one in every 84,792 injured. In 1911 one passenger in every 1,324,919 was killed, and one in every 124,489 injured. A glance at the table on a succeeding page, giving the facts in this regard for 25 years, will show a wide variation in the number of accidents to passengers.

Details of the accidents in 1912, showing the railways on which they occurred, will be found in table No. 16.

The following summary will afford information in convenient form:—

——	Movement of Trains.		Non-movement of trains.	
	Killed.	Injured.	Killed.	Injured.
Passengers	47	485	1	8
Employees	215	1,606	19	1,318
Trespassers	235	193	.....	.....
Non-trespassers	48	120	.....	.....
Postal clerks and others	.....	33	3	13
Total	545	2,437	23	1,343A

Following is a comparative table of the number of accidents which resulted from the movement of trains during the past six years:—

——	Killed.						Injured.					
	1907.	1908.	1909.	1910.	1911.	1912.	1907.	1908.	1909.	1910.	1911.	1912.
Passengers	70	28	36	60	28	47	352	345	281	270	288	458
Employees	249	224	182	214	202	215	1,126	1,793	897	926	1,314	1,606
Trespassers	195	156	190	175	185	235	125	120	95	148	154	193
Non-trespassers	70	22	67	74	48	48	88	59	89	77	135	120
Postal clerks, &c	3	16	.....	1	2	.....	7	3	25	20	15	.....
Other persons	11	3	3	.....	.....	.....	454	27	17	.....	.....	33
Total	598	449	478	524	465	554	2,152	2,347	1,404	1,441	1,906	2,437

An outstanding feature of the foregoing table is the relatively large number of trespassers killed and injured.

With respect to the causes of accidents to passengers the following table gives the facts for 1912 and the five preceding years:—

Causes—Accidents to Passengers.	Killed.						Injured.					
	1907.	1908.	1909.	1910.	1911.	1912.	1907.	1908.	1909.	1910.	1911.	1912.
Collisions	26	2	6	2	4	18	93	88	83	31	43	73
Derailments	21	8	1	44	1	.....	127	131	99	126	88	203
Parting of trains	.....	.....	.....	.....	.....	.....	3	1	.....	2	.....	4
Falling from tains, &c	2	6	11	3	10	10	36	20	11	28	34	51
Jumping on or off	10	6	14	8	11	4	38	50	57	43	67	70
Struck at highways	4	.....	1	.....	.....	4	7	.....	.....	1	4	2
" stations	4	3	1	1	1	3	3	5	5	4	2	4
" other points	.....	2	.....	1	1	1	1	1	1	2	.....	1
Other causes	3	1	2	1	.....	7	44	49	25	33	50	77
Total	70	28	36	60	28	47	352	345	281	270	288	485

The following table shows the causes and number of accidents to employees resulting from the movement of trains:—

Causes—Accidents to Employees.	Killed.						Injured.					
	1907.	1908.	1909.	1910.	1911.	1912.	1907.	1908.	1909.	1910.	1911.	1912.
Coupling or uncoupling	34	20	18	17	13	18	141	183	125	139	191	208
Collisions	46	25	40	19	34	29	135	80	86	56	119	141
Derailments	12	15	15	47	10	15	56	60	65	58	67	91
Parting of trains	2	1	.....	.....	.....	1	16	11	9	6	13	13
Locomotive or cars breaking down	1	1	1	.....	.....	3	6	16	6	19	12	17
Falling from trains or cars	32	32	28	23	26	31	186	185	142	165	253	275
Jumping on or off	7	8	9	24	15	15	66	108	95	98	141	129
Struck by trains, &c	85	81	53	62	72	79	130	116	88	78	121	172
Overhead obstructions	2	3	.....	1	3	3	13	14	11	25	17	33
Other causes	28	16	18	21	29	21	377	340	270	282	380	527
Total	249	224	182	214	202	215	1,126	1,113	987	926	1,314	1,606

The phenomenon of the above table is the relatively constant proportion of accidents which happen to employees year after year from the same causes.

The number and classes of employees killed and injured from the movement of trains during 1912 and five preceding years are shown in the following summary:—

Employees.	Killed.						Injured.					
	1907.	1908.	1909.	1910.	1911.	1912.	1907.	1908.	1909.	1910.	1911.	1912.
Trainmen	149	109	113	103	101	115	791	790	693	610	972	1,078
Trackmen	53	36	37	70	44	47	104	307	71	136	158	200
Switch tenders, watchmen, &c	7	11	3	9	6	8	47	40	27	25	11	67
Stationmen	3	4	2	2	5	3	3	66	10	6	6	18
Shopmen	9	11	7	4	18	13	16	284	16	41	64	68
Telegraph employees	.....	2	.....	.....	3	2	3	4	3	3	4	6
Other employees	28	51	20	26	25	27	107	312	77	105	99	169
Total	249	224	182	214	202	215	1,121	1,793	897	926	1,314	1,606

Here again there would seem to be the suggestion of relative constancy in the number of accidents to certain classes of employees.

The number of persons employeed by Canadian railways, by classes, will be found on a succeeding page of this introduction.

Accidents from other causes than the movement of trains occurred in 1911 and 1912 to the following classes of persons.

	Killed.		Injured.	
	1911	1912	1911	1912
Passengers	.....	1	9	8
Trainmen and Trackmen	9	3	347	334
Stationmen	2	2	200	163
Shopmen	4	3	383	405
Other employees	10	11	471	416
Other persons	3	3	13	17
Total	28	23	1,423	1, 343

The record of accidents from the movement of trains, since 1887, is as follows:—

Years.	Passengers.		Employees.		Others.		Total.		Passengers.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	One killed in every	One injured in every
1888	20	70	107	619	104	86	213	775	534,931	152,837
1889	37	103	89	637	84	135	210	875	328,408	117,971
1890	11	52	83	682	124	101	218	835	1,165,569	246,562
1891	13	105	65	582	118	131	193	818	1,017,120	125,929
1892	14	43	110	697	109	139	233	879	966,672	314,730
1893	11	57	72	331	133	120	216	708	1,238,002	238,912
1894	12	64	67	521	132	107	211	694	1,205,208	225,976
1895	9	47	51	489	127	122	187	658	1,554,175	297,608
1896	11	62	46	446	104	111	161	619	1,346,400	238,877
1897	7	70	76	579	130	158	213	807	2,310,191	231,019
1898	5	72	98	862	167	163	270	1,097	3,688,809	256,167
1899	20	119	119	882	145	184	284	1,185	956,668	160,784
1900	7	131	123	941	195	245	325	1,303	3,071,453	164,123
1901	16	134	118	970	183	213	317	1,317	1,149,108	137,207
1902	19	177	146	930	165	221	330	1,328	1,088,419	116,836
1893	35	258	186	956	181	239	420	1,453	417,900	85,848
1904	25	232	192	214	178	259	395	705	945,630	101,899
1905	35	244	206	920	227	193	468	1,357	722,535	103,642
1906	16	231	139	893	206	241	361	1,365	1,749,361	121,168
1907	70	352	249	1,126	268	220	587	1,698	459,104	91,299
1907	28	345	224	1,113	197	209	449	2,347	1,215,893	98,681
1909	36	281	182	897	260	226	478	1,404	907,869	116,311
1910	60	270	214	926	250	245	524	1,441	598,243	132,943
1911	28	288	202	1,314	235	304	465	1,906	1,324,919	124,489
1912	47	485	215	1,606	283	346	545	2,437	872,855	84,792

ACCIDENTS AT HIGHWAY CROSSINGS.

During the year 75 persons were killed and 841 injured at highway crossings—an increase of 39 in the number killed, as compared with 1911, and a decrease of 24 in the number injured.

Of the killed, 4 were passengers, 44 were trespassers and 27 were non-trespassers. Of the injured, 2 were passengers, 28 were trespassers, and 54 were non-trespassers. The trespassers were those who had no legal right on railway property at the time, such as persons seeking to cross the track when the gates were down, or to climb over slowly moving or standing trains at crossings.

The facts with regard to accidents at highway crossings during the past five years are as follows:—

Accidents at Highway Crossings.	Killed.					Injured.				
	1908.	1909.	1910.	1911.	1912.	1908.	1909.	1910.	1911.	1912.
Urban	30	33	28	22	33	35	41	45	70	43
Rural	21	43	35	14	42	33	31	16	38	41
Total	51	76	63	36	75	68	72	61	108	84

HIGHWAY CROSSINGS.

The special schedule which was made effective in 1909, having reference to the number of protected and unprotected highway crossings, was continued during the year. The facts elicited for 1912 and three preceding years will be found in the following table:—

—	Protected Crossings.				Unprotected Crossings.			
	1909.	1910.	1911.	1912.	1909.	1910.	1911.	1912.
Urban.....	587	630	692	788	1,767	1,902	2,026	3,039
Rural.....	492	557	661	680	15,426	16,923	16,655	17,268
Total.....	1,079	1,187	1,353	1,468	17,193	18,825	18,681	20,307

There was an increase during the year of 115 in the number of protected crossings. The increase of unprotected crossings is perhaps inseparable from the growth of new track mileage year by year.

Crossings— How Protected.	1909.		1910.		1911.		1912.	
	Rural.	Urban.	Rural.	Urban.	Rural.	Urban.	Rural.	Urban.
By gates.....	34	153	28	133	28	153	33	174
By bridges.....	190	110	220	125	232	128	233	147
By subways.....	213	166	229	171	269	182	275	216
By bells.....	39	77	64	83	104	115	118	127
By watchmen.....	16	101	16	118	19	123	21	124
Total.....	492	587	557	630	652	701	680	788

Within four years there has been an increase of 188 in the number of protected rural crossings, and of 201 in the number of protected urban crossings.

RAILWAY EMPLOYEES.

The general conditions dealt with under the foregoing divisions of this introduction have, quite naturally, produced an expansion in the number of railway employees and the remuneration paid to them.

The number on 30th June last was 155,901, representing an increase of 14,677 over 1911.

The salaries and wages bill for the year amounted to $87,299,638.81—a gain of $12,685,900.81 as compared with the preceding year. This increment was eqaul to 16·9 per cent. From this calculation is omitted $6,937,984 paid to employees attached to outside operations.

The following comparative statement will show the total of salaries and wages during the past six years:—

Employees.	1907.	1908.	1909.	1910.	1911.	1912.
	$	$	$	$	$	$
Salaries and wages.....	58,719,493	60,376,607	63,216,662	67,167,793	74,613,738	94,237,623

The following table will show the number and classes of employees, and also the number of the various classes per 100 miles of line, in 1912 and five preceding years:—

Railway Employees.	1907.		1908.		1909.	
	No.	Per 100 miles of line.	No.	Per 100 miles. of line.	No.	Per 100 miles of line.
General officers.....	336	2	318	1	328	1
Other officers.....	461	2	526	2	574	2
General office clerks.....	4,214	19	4,795	21	5,967	25
Station agents.....	2,536	11	2,522	11	2,624	11
Other stationmen.....	11,829	53	8,908	39	10,739	45
Enginemen.....	4,351	19	3,868	17	4,104	17
Firemen.....	4,760	21	4,206	18	4,330	18
Conductors.....	2,911	13	2,719	12	2,831	12
Other trainmen.....	8,261	36	7,507	33	8,178	34
Machinists.....	2,486	11	2,759	12	3,294	14
Carpenters.....	3,215	14	3,190	14	3,377	14
Other Shopmen.....	12,579	56	11,873	52	13,858	57
Section foremen.....	3,903	17	4,017	17	4,216	17
Other trackmen.....	30,614	136	20,068	87	28,401	118
Switch tenders, &c.....	2,364	11	1,849	8	1,624	7
Telegraph operators.....	2,987	13	2,686	12	2,899	12
Floating equipment.....	5,426	24	7,273	32	9,324	39
All other employees.....	20,779	93	17,320	75	18,527	77
Total.....	124,012	551	106,404	463	125,105	520

The following table will show the number and classes of employees, &c.—*Con.*

Railway Employees.	1910.		1911.		1912.	
	No.	Per 100 miles of line.	No.	Per 100 miles of line.	No.	Per 100 miles of line.
General officers	372	2	341	1	328	1
Other officers	178	3	878	3	1,018	3
General office clerks	6,835	28	7,076	28	7,679	29
Station agents	2,879	12	2,875	11	3,090	12
Other stationmen	12,578	51	13,334	52	15,041	56
Enginemen	4,419	18	4,647	18	5,505	20
Firemen	4,885	20	4,979	20	6,048	21
Conductors	3,323	13	3,643	14	4,348	16
Other trainmen	7,946	32	8,472	33	10,090	37
Machinists	2,935	12	3,092	12	3,932	15
Carpenters	4,348	17	4,283	17	4,320	16
Other shopmen	15,387	62	19,075	75	19,568	73
Section foremen	4,539	18	4,166	16	4,534	17
Other trackmen	30,131	122	21,628	85	26,319	98
Switch tenders, &c	1,628	7	1,868	7	1,658	6
Telegraph operators	2,985	12	3,088	12	3,425	13
Floating equipment	292	1	8,230	32	6,761	25
All other employees	17,568	71	29,549	116	32,228	121
Total	123,768	501	141,224	552	155,901	583

The average daily compensation of employees for the past six years is shown in the following table:—

Employees.	1907.	1908.	1909.	1910.	1911.	1912.
	$	$	$	$	$	$
General officers	11 74	11 59	11 73	10 72	11 72	12 47
Other officers	4 11	4 63	4 59	4 73	4 84	4 92
General office clerks	1 70	1 81	1 81	1 94	1 98	1 99
Station Agents	1 91	2 04	2 09	2 16	2 28	2 39
Other stationmen	1 56	1 71	1 65	1 65	1 73	1 77
Enginemen	3 89	4 53	4 13	4 12	4 40	4 64
Firemen	2 42	2 50	2 52	2 53	2 78	2 84
Conductors	3 20	3 30	3 31	3 30	3 62	3 69
Other trainmen	1 92	2 06	2 13	2 12	2 44	2 54
Machinists	2 41	2 68	2 89	2 98	3 14	3 34
Carpenters	2 99	2 19	2 23	2 52	2 44	2 58
Other shopmen	1 99	2 16	2 33	2 19	2 22	2 33
Section foremen	2 06	2 25	2 15	2 18	2 32	2 38
Other trackmen	1 45	1 57	1 59	1 58	1 66	1 77
Switch tenders, &c	1 84	1 81	2 00	1 57	1 98	1 84
Telegraph operators	1 88	2 07	2 09	2 20	2 28	2 28
Employees—floating equipment	1 18	1 10	1 26	2 19	1 11	1 22
All other employees	1 81	1 87	1 95	1 95	1 87	1 84

The total yearly compensation of railway employees has been distributed under the following heads:—

—	1907.	1908.	1909.	1910.	1911.	1912.
	$	$	$	$	$	$
Way and structures	15,398,885	14,715,572	14,249,186	16,502,902	18,157,696	21,321,271
Equipment	12,161,917	13,008,104	14,623,930	14,775,782	15,544,057	17,761,622
Traffic expenses	.....	.....	5,353,607	1,313,980	1,564,399	1,679,919
Transportation expenses	27,398,553	28,479,096	24,656,585	32,091,952	35,832,034	43,988,877
General expenses	3,760,138	4,173,835	4,333,354	2,483,177	2,515,552	2,547,950
Total	58,719,493	60,386,607	63,216,662	67,167,793	74,613,738	87,299,639

The relationship of the total salaries and wages bill to gross earnings and operating expenses is shown in the following table:—

—	Ratio to Gross Earnings.	Ratio to Operating Expenses.
1907	40·01	56·70
1908	41·09	56·26
1909	43·58	60·43
1910	38·61	55·78
1911	39·53	56·94
1912	39·79	57·92

RAILWAY TIES.

Inquiries during the past two or three years with respect to the number and cost of railway ties has warranted the publication of the facts in that regard. Following are the figures taken from official schedules for the years 1907, 1911 and 1912:—

Class.	Number of Ties.		
	1907.	1911.	1912.
Cedar	812,033	879,325	875,561
Oak	779,857	462,443	314,579
Hemlock	71,871	132,831	268,044
Spruce	70,837	14,859	13,635
Fir	43,518	7,826	15,656
Tamarack	9,956	9,758	1,064,297
Pine	6,697	250,843	437,493
Chesnut	1,224	25,305	36,899
Soft wood	466,759	517,085	498,404
Hard wood	20,000	18,789	24,506
Treated	.....	.....	157,105
Unclassified	2,921,013	4,521,882	3,642,957
Total	5,203,765	6,840,946	7,349,136

Inquiries during the past two or three years with respect to the number and cost of railway ties, &c.—*Con.*

Class.	Cost of ties.			Average cost per tie.		
	1907.	1911.	1912.	1907.	1911.	1912.
	$	$	$	cts.	cts.	cts.
Cedar	315,074	377,343	378,236	28·8	42·9	43·2
Oak	403,762	311,073	214,084	51·8	67·2	68·1
Hemlock	16,831	39,260	85,627	23·4	29·6	32·0
Spruce	24,699	3,387	3,969	35·0	23·5	30·0
Fir	22,398	2,343	4,423	51·4	30·0	28·0
Tamarack	2,312	4·032	580,009	23·2	41·3	54·5
Pine	1,556	163,884	274,101	21·8	65·3	62·6
Chesnut	636	15,780	19,152	52·0	62·3	52·0
Soft Wood	135,360	155,126	159,489	29·0	30·0	32·0
Hard Wood	5,300	5,301	6,304	26·5	28·2	25·7
Treated	.....	.....	125,731	.....	.....	80·0
Unclassified	986,577	1,921,670	1,436,555	34·0	42·5	39·4
Total	1,912,505	2,999,099	3,287,683	36·7	43·8	44·7

While there are unaccountable variations in the cost of certain varieties of ties, due to mistakes in classification, it may be safely assumed that the average for all classes is correct.

It will be seen that between 1907 and 1912 there was an increase of 21·8 per cent in the average cost of ties. More or less complete inquiries in relation to prices which prevailed 10 years ago reveal an advance of 60 per cent within that period. In the Western Provinces, especially on new lines, the cost is at least 50 per cent higher than in the East.

The rising cost of ties has led to the application of preservative treatment, chiefly with creosote. During the past year 157,105 ties thus treated were put in use, the cost of which averaged 80 cents. It is claimed that the life of a tie thus treated is at least doubled.

With regard to the number of ties actually consumed in the Dominion, the 7,349,136 given above does not include construction work. The 1,330.37 miles of new line brought into operation last year therefore account for 4,650.000 other ties, to which at least 1,000,000 might be safely added for mileage which was completed, but had not been officially classified as operative.

In 1912 there were also 742 miles of second track, yard track and sidings constructed. Some of the ties in the above tables undoubtedly went into this work; but at least 2,000,000 might be added on account of such work charged to capital.

Adding together these various items, it will be seen that the consumption of railway ties in 1912 was not less than 14,999,136 and the total cost was in excess of $6,700,000.

DESPATCHING BY TELEPHONE.

The special schedule prescribed in 1911 with regard to the use of the telephone for train despatching was continued, and from the returns received it was ascertained that 3,543.91 miles were operated in that way in 1912. This

was an increase of 237·58 miles as compared with the preceding year. In addition, 1,774·17 miles of line were operated by the use of both the telephone and telegraph.

FOREIGN RAILWAY STATISTICS.

Through the continued courtesy of the Under Secretary of State for External Affairs many reports were received during the year in relation to the railways of other countries. The summary of statistical facts published in 1911 met with such approval, as a helpful addition to domestic data, that an Appendix will be found at the end of this report giving such figures as were received during 1912.

TAXATION OF RAILWAYS.

The tax bill of railways operating in Canada was $2,200,528.55 for the year ended June 30 last. This was an increase of $408,138.48, as compared with 1911.

Of the total amount collected in 1912, $1,528,203.70 went to Provincial Governments, and $672,324.85 to municipalities. The distribution in that regard was as follows:—

Province.	Provincial Tax.	Municipal Tax.	Total Taxation.
	$	$	$
Ontario	689,453 92	280,995 39	970,449 31
Quebec	179,036 11	227,074 91	406,111 02
Alberta	65,378 38	25,803 59	91,181 97
British Columbia	124,918 54	80,367 95	205,286 49
New Brunswick	1 00	2,416 00	2,417 00
Nova Scotia	50 00	616 05	666 05
Manitoba	139,343 07	47,748 08	187,091 15
Saskatchewan	69,928 93	1,608 36	71,537 29
Prince Edward Island	50 00	.....	50·00
Yukon	5,814 98	120 69	5,935 67
Outside operations	254,228 77	5,573 83	259,802 60
Total	1,528,203 70	672,324 85	2,200,528 55

The aggregate taxes collected from railways during the past four years by Provinces, was as follows:—

Province.	1909.	1910.	1911.	1912.
	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia	926 54	16,762 66	10,645 70	666 05
New Brunswick	782 79	1,298 35	767 58	2,417 00
Prince Edward Island	100 00	100 00	50 00	50 00
Quebec	362,974 16	337,490 05	372,914 32	406,111 02
Ontario	764,620 56	747,004 78	790,092 89	970,449 31
Manitoba	128,082 84	92,476 48	154,783 10	187,001 15
Alberta	98,038 39	87,423 93	79,019 28	91,181 97
Saskatchewan	48,869 56	161,575 45	196,971 26	71,537 29
British Columbia	154,025 07	220,687 32	5,894 38	205,286 49
Yukon	6,020 90	5,896 64	90,466 40	5,935 67
Outside operations	16,895 78	121,933 17	.....	259,802 60
Total	1,581,336 59	1,792,648 83	1,792,390 07	2,200,528 55

The variation in amounts for the different years is probably due to irregularity in making payments and to the suspension of payments pending the settlement of disputes as to sums due.

Following are the statutory conditions governing the taxation of railways in the various provinces:—

Ontario.—Section 6 of 'An Act to Supplement the Revenues of the Crown,' assented to on April 14 last, provides:

'Every railway company owning, operating or using in whole or in part in this province, a steam or electric railway, shall pay upon each main line thirty dollars per mile for one track, and, where the line consists of two or more tracks, fifteen dollars per mile for each additional track owned, operated or used as aforesaid; upon each branch line twenty dollars per mile for one track, and, where the line consists of two or more tracks, ten dollars per mile for each additional track.'

A municipal tax also exists in the province of Quebec.

Nova Scotia and New Brunswick.—In neither of these provinces are railways subject to any form of taxation.

Manitoba.—Section 5 of the Act relating to Railway Taxation enacts:

'In order to supplement the Revenue of the Crown in the province of Manitoba every railroad company at present owning or operating, or which may hereafter own or operate, any line or lines or railroad within the said province shall annually pay to the Crown in the province a part or portion of the gross earnings of such railway companies in the province of Manitoba as follows:—In and for the year 1900, 1901 and 1902, two per cent of the gross earnings of such companies. In each and every year after the year 1902 such sums as may be determined by the Lieutenant Governor in Council not exceeding, however, three per cent of the gross earnings of the companies.'

Saskatchewan.—Section 3 of the 'Act respecting the Taxation of the Earnings of Railway Companies' provides as follows:—

'Every railway company at present owning or operating or which may hereafter own or operate any line or lines of railway situated or partly situated within Saskatchewan shall during the year one thousand nine hundred and eight and annually thereafter pay to the Crown in this province such part or portion of its gross earnings derived from the said line or lines of railway or such portions thereof as are within Saskatchewan as may be determined by the Lieutenant Governor in Council not to exceed the following:—(*a*) In respect of that part of the railway or branch of railway in operation for seven years or more three per cent of the gross earnings derived from the operation of the same; (*b*) In respect of that part of the railway or branch of railway in operation for five years or more and less than seven years one and one-half per cent of such gross earnings: Provided that no tax shall be payable hereunder on the gross earnings of any railway or branch thereof until such railway or branch has been in operation for five years.'

Alberta.—Railways are taxed on a rate of one per cent upon their actual value. Pending an inquiry as to the facts in that regard, the value is assumed by law to be $20,000 per mile. On that basis taxes have been levied during the past two years.

Following are the statutory conditions governing the taxation of railways in the various provinces:—

Ontario.—Section 6 of 'An Act to Supplement the Revenues of the Crown,' assented on April 14 last, provides:

'Every company owning, operating or using a railway shall pay tax of $60 per mile for one track, and, where the line consists of two or more tracks, $20 per mile for each additional track owned, operated or used in any organized county; and of $40 per mile for one track, and, where the line consists of two

or more tracks, of $10 per mile for each additional track, in territory without county organization: Provided that a company owning, operating or using a railway which, either by itself or in conjunction with any other railway leased by it or to which it is leased or with which it is amalgamated or together with which it forms one system does not exceed 150 miles in length from terminus to terminus, shall in lieu of the said tax pay a tax of $15 per mile for one track and, where the line consists of two or more tracks, of $5 per mile for each additional track, and where the railway or system does not exceed 30 miles in length from terminus to terminus a tax of $10 per mile for one track and $5 per mile for each additional track.

'Every company owning, operating or using a street railway or part thereof in a city for carrying passengers shall pay for each mile of track within the city a tax of : (*a*) $20 when such mileage does not exceed 20 miles; (*b*) $35 when such mileage exceeds 20 miles but does not exceed 30 miles; (*c*) $45 when such mileage exceeds 30 miles but does not exceed 50 miles, and (*d*) $60 when such mileage exceeds 50 miles. The mileage shall be computed on the single track, each mile of double track being counted as two miles of single track: but in calculating the mileage switches or sidings, tracks into car stables or car sheds, Y's and curves laid at street corners and portions of track not in general use for passenger traffic shall not be counted.'

The municipalities also impose taxes on railways in Ontario.

Quebec.—Section 8 of 'The Act to impose taxes on Commercial Corporations, &c.,' reads:

ELECTRIC RAILWAYS.

Statistics with regard to electric railways in Canada are, for the first time, defective through the failure to report of two companies:

The Montreal Tramways Company.

The St. John Electric Company.

Under these circumstances, it has been necessary to use the data sent in by these two companies for the year 1911.

In every respect, operations for the year show growth in all departments, and a general extension of street railway interests.

MILEAGE.

Track mileage for the past four years is shown in the following table:—

Length of Tracks.	1909.	1910.	1911.	1912.
	Miles.	Miles.	Miles.	Miles.
Length of first main track	988·97	1,049·07	1,223·73	1,308·17
Length of second main track	215·05	242·39	259·74	294·50
Total length of main track	1,204·02	1,291·46	1,483·47	1,602·67
Length of sidings and turnouts	83·62	91·39	103·54	120·84
Total, computed as single track	1,287·65	1,382·85	1,587·01	1,723·51

It will be observed from the foregoing that there was an increase of 84·44 in first track mileage, and of 34·76 in second track mileage—a total for 1912 of 119·20. The increase in sidings and turnouts amounted to 17·30 miles. The actual gain for the year in trackage of all sorts was 136·50 miles.

For purposes of comparison, the following table shows first track mileage since 1901:—

1901	674·58*
1902	557·59
1903	759·36
1904	766·50
1905	793 12
1906	813 47
1907	814·52
1908	992 03
1909	988 97
1910	1,047·07
1911	1,223·73
1912	1,308·17

Improperly included double track and sidings...

CAPITAL LIABILITY.

There was an increase for 1912 of $11,309,599 in capital liability, which brought the total up to $122,841,946.

The facts with respect to capital liability since 1907 are as follows:—

—	1907.	1908.	1909.	1910.	1911.	1912.
	$	$	$	$	$	$
Stocks	43,491,746	50,295,266	51,946,433	58,653,826	62,251,203	70,829,118
Funded debt	31,166,976	37,114,619	39,658,556	43,391,153	49,281,144	52,012,828
Total	74,658,722	87,409,885	91,604,989	102,044,979	111,532,347	122,841,946

The foregoing statement does not include cash subsidies to the amount of $493,346 received from governments and municipalities.

EARNINGS AND OPERATING EXPENSES.

Gross earnings from operation in 1912 totalled $23,499,250.31—an increase of $3,142,298.61 as compared with 1911.

Following were the sources and items of gross earnings for the year:—

Car Earnings—		
Passengers	$ 22,007,750	15
Freight	1,025,371	93
Mail and Express	78,818	66
Other car earnings	67,022	30
Total car earnings	$ 23,178,693	04
Miscellaneous Earnings—		
Advertising	$ 71,226	65
Rent of land and buildings	21,228	39
Rent of tracks	13,836	70
Rent of equipment	56,239	74
Sale of power	37,083	98
Other miscellaneous earnings	120,671	81
Total miscellaneous earnings	$ 320,287	27
Gross earnings from operation	$ 23,499,250	31

Following is a table showing gross earnings since 1901:—

Year.	Gross Earnings.	Year.	Gross Earnings.
	$		$
1901	5,768,283	1907	12,630,430
1902	6,486,438	1908	14,007,049
1903	7,233,677	1909	14,611,484
1904	8,453,609	1910	17,100,789
1905	9,357,125	1911	20,356,952
1906	10,966,871	1912	23,499,250

The average of the first six years period was $8,044,334, and for the second period $17,034,326.

A comparative statement of car earnings for the past six years shows the following result:—

Gross Car Earnings.	1907.	1908.	1909.
	$	$	$
Passengers	12,013,421	13,233,724	14,080,755
Freight	344,367	346,021	386,092
Mails and express	41,951	54,883	110,452*D*
Other earnings	233,190	372,421	34,185*D*
Total	12,630,430	14,007,049	14,611,484

Gross Car Earnings.	1910.	1911.	1912.
	$	$	$
Passengers	16,125,944 72	19,130,376 22	22,007,750 15
Freight	575,536 84	744,179 11	1,025,371 93
Mails and express	68,604 11	88,233 13	78,818 66
Other earnings	51,241 07	100,930 12	67,022 30
Total	16,821,376 74	20,063,718 58	23,499,250 31

An outstanding feature in the foregoing statement is the steady rise of earnings from freight. In 1901 the total from this source was $95,082. In 1904 there had been an increase to $182,143, and in 1906 to $288,105. In 1912 the earnings from freight reached $1,025,372—showing the extent to which that aspect of public service had grown in twelve years.

Table 4 will afford details with respect to earnings.

Following is the balance sheet for 1912:—

	$ cts.	$ cts.
EARNINGS AND INCOME		
Gross earnings from operation		23,499,250 31
Operating expenses		14,266,674 63
Net earnings		9,232,575 68
Miscellaneous income		1,617,017 78
Gross income		10,849,593 46
DEDUCTIONS FROM INCOME—		
Taxes	1,581,802 81	
Interest—funded debt	1,570,202 02	
" floating debt	193,068 26	
Other deductions	188,582 57	
	3,533,655 66	
Undistributed	1,378,906 56	4,912,562 22
Total net income		5,937,562 24

The undistributed amount given above relates to the British Columbia Electric Railway Company, which operates, in addition to an electric railway, a lighting and power plant. A separation is not made in the balance sheet of that Company of items which would establish the real net income of the electric railway interest by itself.

If the undistributed income had been added to net income, as was done in preceding years, the amount of the latter for 1912 would have been $7,315,937.80, as compared with $6,592,535.30 in 1911. It would not, however, be strictly correct to do that, since it represents a total from which proper deductions had not been made. The definitely known net income is the sum given in the balance sheet, although it is probably below the actual amount.

The amount of dividends and bonuses paid during the year was, $4,229,005.75. These payments were equal to 5·9 per cent on the total stock issue.

Following is a comparison of deductions from income for the past four years:—

——	1909.	1910.	1911.	1912.
	$	$	$	$
Taxes	843,959 12	1,311,953 65	1,437,045 07	1,581,802 81
Interest on funded debt	1,213,142 24	1,449,152 48	1,622,780 11	1,570,202 02
Interest on floating debt	104,573 13	156,546 16	157,843 38	193,068 26
Other deductions	36,631 99	36,106 97	155,149 97	188,582 57
Total	2,198,306 48	2,953,759 26	3,352,818 53	3,533,655 66

Operating expenses for the year totalled $14,266,674.63 as against $12.096,134.22 in 1911.

The ratio of operating expenses to gross earnings was 60.71 per cent, as compared with 59·42 in the preceding year.

Following was the distribution of operating expenses in 1912, with a comparison for 1911:—

Operating Expenses.	1911.	1912.
	$ cts.	$ cts.
Maintenance of way and structures	920,874 93	1,228,972 10
Maintenance of equipment	1,758,289 10	1,859,939 21
Operations of power plant	2,001,543 00	2,535,576 10
Operation of cars	5,768,085 10	6,770,560 47
General	1,610,098 62	1,871,626 75
Total	12,096,134 22	14,266,674 63

Following is a comparative statement of the items comprising operating expenses for the past four years:—

	1909.	1910.	1911.	1912.
	$ cts.	$ cts.	$ cts.	$ cts.
Maintenance of way and structures—				
Track and roadway	386,646 54	590,363 28	693,498 75	857,796 61
Electric line	94,249 33	152,874 47	163,108 91	227,362 04
Buildings and fixtures	50,241 32	54,657 28	64,697 11	143,613 40
Maintenance of equipment—				
Steam plant	18,008 61	38,305 93	46,504 31	50,137 15
Electric plant	36,682 74	45,148 10	65,145 02	87,570 70
Cars	405,497 36	692,276 38	790,609 02	916,755 20
Electric Equipment of cars	321,050 88	481,301 83	546,276 52	630,521 52
Miscellaneous equipment	48,317 04	58,815 63	99,831 25	86,053 80
Miscellaneous shop expenses	39,608 67	202,591 58	192,608 03	67,493 89
Transportation—Operation of power plant—				
Power plant wages	127,015 19	178,389 69	207,118 54	205,858 34
Fuel for power	184,719 72	271,410 36	332,584 89	315,019 83
Water for power	20,818 00	21,398 33	21,947 47	13,979 30
Lubricants and waste for power plant	8,262 43	10,538 93	10,702 75	11,006 39
Miscellaneous supplies and expenses	26,124 49	17,916 34	29,126 20	22,051 25
Hired power	686,128 63	1,087,273 72	1,390,810 05	1,901,757 49
Transportation—Operation of cars—				
Superintendence	130,475 58	192,567 60	250,459 73	319,399 37
Wages of conductors	1,181,244 60	1,749,916 70	2,070,624 01	2,423,060 35
Wages of motormen	1,150,002 77	1,697,096 68	2,024,115 38	2,371,529 39
Wages, miscellaneous car service	121,009 71	152,950 35	294,498 67	339,771 00
Wages, car house employees	307,351 76	393,998 76	287,441 56	400,967 61
Car service supplies	53,713 15	94,486 16	151,489 64	161,895 17
Miscellaneous car service expenses	75,940 59	183,526 94	306,931 96	304,898 48
Hired equipment	25,988 40	42,136 56	55,278 55	73,876 17
Cleaning and sanding track	26,703 64	65,200 30	80,302 13	86,514 84
Removal of snow and ice	100,154 28	238,881 58	246,943 47	285,662 53
General—				
Salaries of general officers	153,665 61	236,575 70	279,819 40	327,451 09
Salaries of clerks	154,213 54	202,712 98	250,902 23	274,832 47
Printing and stationery	28,157 11	33,634 34	44,284 36	53,073 13
Miscellaneous office expenses	32,422 53	44,336 11	34,944 72	54,474 14
Stable expenses	17,059 38	30,817 44	33,047 06	47,931 82
Store expenses	20,133 95	33,841 10	37,876 19	43,908 89
Advertising and attractions	55,343 96	47,411 04	49,948 03	39,706 15
Miscellaneous general expenses	151,399 58	133,752 32	165,707 31	154,432 11
Damages	201,877 48	342,120 26	357,279 67	536,273 01
Legal expenses	19,147 15	8,784 32	9,107 93	4,406 14
Miscellaneous legal expenses	26,764 29	54,336 64	63,311 08	53,089 47
Rent of land and buildings	15,628 20	20,936 74	28,310 05	29,651 68
Rent of track and terminals	73,087 18	98,753 70	110,846 74	90,751 33
Insurance	85,235 41	118,930 80	144,713 85	148,309 34

The operating expenses of individual electric railways will be found in detail in table 5.

PUBLIC SERVICE.

During the year 488,865,682 passengers were carried, exclusive of 125,453,320 transfers, showing an increase of 62,568,890 as compared with 1911.

The carrying of these passengers involved a car mileage of 80,402,089. Freight, mail, and express business had a car mileage of 1,667,975. There was an increase of 8,867,961 in passenger car mileage, and 583,297 in freight car mileage, over 1911.

The following statement shows the growth of passenger traffic since 1901:—

1901	120,934,656
1902	137,681,402
*1903	155,662,812
1904	181,689,998
1905	203,467,317
1906	237,655,074
1907	273,999,404
1908	299,099,309
1909	314,026,671
1910	360,964,876
1911	426,296,792
1912	488,865,682

The number of tons of freight hauled was 1,435,525, as compared with 1,228,362 in 1911. Owing to an erroneous return in 1911 by one of the Ontario Companies, the figures published in that year in relation to freight tonnage were considerably exaggerated. The growth of freight business conducted by electric railways has proceeded steadily since 1901.

EQUIPMENT.

The following statement will show the number and classes of cars in service in 1912, with the figures for the three preceding years:—

Classes of Cars, &c.	1909.	1910.	1911.	1912.
Passenger, closed	1,689	1,795	1,985	2,049
Passenger, open	1,017	994	990	866
Passenger, combination	337	337	455	574
Freight	152	282	357	483
Mail, express and baggage	20	25	33	33
Combination, passenger and freight	7	7	5	7
Work	85	87	108	103
Snow ploughs	54	62	60	57
Sweepers	90	97	106	112
Miscellaneous	93	103	225	194
Total	3,544	3,789	4,325	4,478

EMPLOYEES.

The number of employees in the service of electric railways on June 30, 1912, was 14,760, as compared with 13,671 in 1911.

The total of salaries and wages for the year was $9,261,370.26, as against $8,559,215.04 in 1911.

Salaries and wages in 1912 were equal to 64·91 per cent of the operating expenses, as compared with 70·76 in the preceding year.

The following comparative table will show the number and classes of employees in 1912 and the three preceding years:—

Employees.	1909.	1910.	1911.	1912.
General administration—				
General officers	132	150	163	159
General office clerks	413	553	694	744
Maintenance—				
Superintendents	72	71	89	90
Other employees	3,548	3,633	4,546	4,922
Transportation—				
Superintendents	100	102	111	118
Other employees	6,292	6,881	8,157	8,727
Total	10,557	11,390	13,671	14,760

SUMMARIES.

The following summaries of statistical facts will enable instructive comparisons to be made:—

	1901.	1902.	1903.	1904.
Total mileage	*674·58	557·59	759·36	766·50
Paid up Capital	$39,076,018	$41,593,063	$47,096,45	$50,399,188
Gross earnings	5,768,283	6,486,438	7,233,677	8,453,609
Net earnings	2,333,120	2,683,583	2,769,819	3,127,092
Earnings—passenger traffic	5,529,687	6,195,915	6,888,409	8,082,373
" freight	95,082	127,917	164,188	182,143
" mail and express	33,135	15,952	20,276	30,738
" other sources	110,377	146,652	160,803	158,353
Total operating expenses	3,435,162	3,802,855	4,472,858	5,326,516
Maintenance of way and buildings	310,892	445,837	481,236	666,146
Cost of motive power	502,101	541,087	777,201	1,377,199
Maintenance of cars	322,700	353,891	606,602	659,213
General and operating charges	2,299,468	2,462,038	2,607,817	2,683,957
Total car mileage	31,750,754	35,833,841	38,028,529	42,066,124
Passengers carried	120,934,656	135,681,402	155,662,812	181,689,998
Tons of freight carried	287,926	266,182	371,286	400,161

	1905.	1906.	1907.	1908.
Total mileage	793·12	813·74	814·52	992·03
Paid up Capital	$61,033,321	63,857,967	73,567,795	87,903,231
Gross earnings	9,357,125	10,966,871	12,630,430	14,007,049
Net earnings	$3,438,931	4,291,834	4,971,624	5,311,170
Earnings—passenger traffic	$8,932,913	10,438,000	12,013,421	13,233,724
" freight	$216,022	288,105	344,367	346,021
" mail and express	$31,753	35,041	41,951	54,883
" other sources	$176,435	205,724	233,190	372,421
Total operating expenses	$5,918,194	6,675,037	7,373,251	8,695,880
Maintenance of way and buildings	$629,656	608,767	765,684	912,929
Cost of motive power	$1,240,001	1,242,075	1,412,358	1,803,723
Maintenance of cars	$747,073	894,460	1,060,783	1,118,925
General operating charges	$3,301,462	3,929,733	4,498,424	4,860,303
Total car mileage	45,959,101	50,618,836	53,361,227	56,964,881
Passengers carried	203,467,317	237,655,074	273,999,404	299,099,309
Tons of freight carried	510,350	506,024	479,731	732,475

	1909.	1910.	1911.	1912.
Total mileage	988·97	1,047·07	1,223·73	1,308·17
Paid up Capital	$91,604,989	102,044,979	111,532,347	122,841,946
Gross earnings	$14,611,484	17,100,789	20,356,952	23,499,250
Net earnings	$4,962,501	5,383,276	6,592,335	5,937,031
Earnings—passenger traffic	$14,080,755	16,125,995	19,130,376	22,007,750
" freight	$386,092	575,537	744,179	1,025,372
" mail and express	$110,452	68,604	88,233	78,819
other sources	$34,185	51,241	100,930	67,022
Total operating expenses	$8,885,235	10,121,781	12,096,134	14,266,675
Maintenance of way and buildings	$643,135	797,895	920,875	1,228,972
Cost of motive power	$1,445,227	1,586,927	2,001,543	2,535,576
Operation of cars	†$1,184,287	4,814,762	5,768,085	6,770,560
General operating charges	$5,612,041	1,406,943	1,610,099	1,871,627
Total car mileage	60,152,846	65,249,166	72,618,806	82,070,064
Passengers carried	314,026,671	360,964,876	426,296,792	488,865,682
Tons of freight carried	.....	852,294	1,228,362	1,435,525

*Improperly included, double track and siding. †Maintenance.

ACCIDENTS.

Year.	Killed.				Injured.				Passengers.		
	Passengers.	Employees.	Others.	Total.	Passengers.	Employees.	Others.	Total.	Number carried.	Killed, one in every	Injured, one in every
1901	3	1	11	15	158	58	98	314	120,934,656	40,311,552	255,137
1902	9	1	22	32	410	33	120	563	137,681,402	15,297,933	335,808
1903	10	7	22	39	501	62	212	778	155,662,812	15,566,281	308,855
1904	10	3	40	53	508	64	272	844	181,689,998	18,168,999	357,657
1905	30	3	23	56	862	87	347	1,296	203,467,317	6,782,243	236,041
1906	11	2	34	47	1,085	127	441	1,653	237,655,074	21,605,006	219,327
1907	27	7	37	71	988	216	532	1,736	273,999,404	10,148,126	277,327
1908	18	6	43	67	1,156	188	539	1,883	299,099,309	16,616,628	258,736
1909	11	7	50	68	1,303	218	618	2,139	314,026,671	28,547,879	241,001
1910	14	13	68	95	1,595	227	716	2,538	360,964,876	25,783,205	226,310
1911	11	8	83	102	1,784	300	586	2,670	426,296,792	38,754,254	238,955
1912	16	8	86	110	1,950	442	736	3,128	488,865,682	30,554,180	156,287

Details with regard to electric railways will be found among the tables constituting the body of the subjoined report.

I have the honour to be, sir,

Your obedient servant,

J. L. PAYNE,

Comptroller of Statistics.

RAILWAY STATISTICS

Table 1.—Location of Steam Railways of the Dominion of Canada, to June 30, 1912.

Name of Railway.	Description.	Distance. Miles.	Distance. Total.
Alberta Railway and Irrigation Co. (now, Can. Pac. R'ly.)	From Lethbridge, Alberta, to Coutts, on International boundary	64·61	
	Stirling to Cardston	47·21	
			111·82
Albert Southern (abandoned)	Harvey Branch Junction to Alma, N.B.	16·00	
	Harvey Branch, Albert, to Harvey Bank, N.B.	3·00	
			19·00
Algoma Central and Hudson Bay	Sault Ste. Marie to Rand—Main line	85·00	
	Branch—Michipicoten to Hawk Lake	26·04	
	Other branches	23·34	
			134·38
Algoma Eastern, formerly Manitoulin and North Shore	Sudbury to Crean Hill	.....	22·70
Atlantic, Quebec and Western	Paspebiac to end of steel	.....	52·25
Baie des Chaleurs in Atlantic and Lake Superior System (now Quebec Oriental)	Matapedia Station on I.C.R. to Paspebiac	.....	100·00
Bay of Quinte Railway	Deseronto to Bannockburn	76·00	
	" west of Deseronto	2·00	
	Yarker to Sydenham	11·39	
			89·39
Bedlington and Nelson	International boundary at Port Hill to Jct. Can. Pac. Ry. at Creston, and from Jct. with C. P. R. at Sirdar to Kuskanook	.....	15·30
Brandon, Saskatchewan and Hudson Bay	International boundary at Bannerman to Brandon, Man.	.....	69·45
Bessemer and Barry's Bay	(Not operated)	.....	5·00
British Yukon	White Pass to Whitehorse Spur, B.C.	90·32	
	Macrae to Pueblo	10·80	
			101·12
Buctouche and Moncton	Moncton, on Intercolonial Railway, to Buctouche, N.B.	.....	32·00
Brockville, Westport and North Western (C.N.R.)	Brockville to Westport, Ont.	.....	45·00
Bruce Mines and Algoma	Town of Bruce Mines to Rock Lake Mine	.....	17·28
Canada Atlantic, including Ottawa, Arnprior and Parry Sound Railway, now in Grand Trunk System	City of Ottawa to Junction with Grand Trunk at Lacolle and U.S. boundary. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle, and Ottawa to Depot Harbour, near Parry Sound	.....	396·41
Central Counties Leased to Canada Atlantic	From Glen Robertson, on Canada Atlantic, to Hawkesbury, Ont.	22·24	
	South Indian, on Canada Atlantic, to Rockland	16·25	
			38·49
Canadian Northern	Port Arthur to Rainy River	284·80	
	International boundary to Paddington	106·60	
	Beaver to Edmonton	749·10	
	Branches—Twin City Junction to Gunflint Lake	73·30	
	" Carman Junction to Somerset	78·90	
	" Neepawa Junction to McCreary Junction	70·40	
	" North Junction to Prince Albert	360·50	
	" Sifton Junction to Winnipegosis	20·70	
	" Emerson to South Junction	72·70	

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canadian Northern—*Con.*	Branches—Winnipeg Transfer Track	15·20	
	" Rossburn Junction to Ross Jct	190·60	
	" Greenway to Adelpha	51·80	
	" Arizona Junction to C. N. Junction	298·80	
	" Brandon Junction to Carberry	22·90	
	" St. James to Gypsumville	156·70	
	" Hartney to Virden	37·00	
	" Battleford to Battleford Junction	8·00	
	" Edmonton Junction to Mornville	21·50	
	" Edmonton to Stony Plains	21·00	
	" Oakland to end of steel	34·50	
	" Thunderhill Junction to Preeceville	72·10	
	" Dalmeny N. to Laird	27·80	
	" Paddington to Birdshill	8·70	
	" Saskatoon to Alsask	169·80	
	" Strathcona to Edmonton	7·22	
	" Ochre River to end of track	15·00	
	" Hudson Bay Jct. to Le Pas	87·50	
	" Hallboro to Beulah	75·00	
	" Prince Albert to Blaine Lake	64·00	
	" Luxton to Bienfait	16·30	
	" North Battleford to Edom	38·30	
	" Maryfield to Radville	139·80	
	" Vegreville to Drumeller	173·40	
	" Delisle to McRorie	45·80	
	" Shellbrook to Big River	56·50	
			3,672·22
Canada Southern	Main Line—Windsor, Ont., to Suspension Bridge, Niagara Falls	226·18	
	Amherstburg Branch—Essex Centre to Amherstburg	16·83	
	St. Clair Branch—St. Clair Junction to Courtwright	60·48	
	Fort Erie Branch—Fort Erie to Welland Junction	17·50	
	Erie and Niagara Branch—Old Fort Erie to Niagara	30·60	
	Oil Springs Branch—Oil Springs to Oil City	5·50	
Leased	Sarnia, Chatham and Erie—Oil City to Petrolia	7·00	
"	Leamington and St. Clair—Comber to Leamington	15·95	
			380·04
Canada Eastern, now included in Intercolonial Railway	Late Northern and Western of New Brunswick—Fredericton to Loggieville	125·00	
Canadian Pacific—			
Owned	Main Line—Montreal to Vancouver		2,903·00
	Branches—Dunmore to Crowsnest	209·50	
	" Quebec to St. Martins Junction	159·80	
	" Piles Junction to Grand Piles	26·90	
	" Berthier Junction to Berthier	2·10	
	" Lauvraie to St. Félix	16·60	
	" Ste. Therese Junction to St. Jérome	13·30	
	" Ste. Therese to St. Eustache	6·00	
Montreal and Western	" St. Jérome to Labelle	66·90	
	" St. Lin Junction to St. Lin	15·10	
	" Buckingham Stn. to Buckingham Village	3·20	
Brockville and Ottawa Ry	" Carleton Junction to Brockville	44·90	
	" Sudbury to Sault St. Marie	179·30	
	" Sudbury to Copper Mines	5·60	
	" Dyment to Ottamine	6·90	
	" Molson to Lac du Bonnet	21·50	
	" McGregor to Varcoe	55·50	
	" Whittier Junction to Emerson	63·80	
	" Rugby Junction to Manitou	100·30	
	" Rugby Junction to Gimli	56·50	
	" Rosenfeldt to Gretna	13·80	
	" Rugby Junction to Arborg	74·40	
	" Rudyard to Kaleida	6·50	

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canadian Pacific—*Con.*	Souris Branch { Kenmay to Estevan	156·20	
	{ Glenboro' to Souris	46·00	
	{ Deloraine to Napinka	18·60	
	Branches—Schwitzer Junction to Regina	210·20	
	" North Portal to Pasqua	160·60	
	" New Westminster Jct. to New Westminster	8·20	
Lake Temiscamingue Colonization	" Mattawa to Kippewa	47·20	
	" Mission Junction to Sumas	10·00	
	" Revelstoke to Arrow Head	27·40	
	" Vancouver to Coal Harbour	1·20	
	" Three Forks to Sandon	4·30	
	" Wood Bay to Windy Gates	32·40	
	" Cranbrook to Kimberly	19·30	
	" Deloraine to Lyleton	37·40	
	" Fernie to Fernie Mines	5·00	
	" Kirkella to Hardisty	561·30	
	" Marysville Junction to Marysville	0·90	
	" Crowsnest to Kootenay Landing	182·00	
	" Selkirk Junction to Selkirk	1·30	
	" Wolseley to Reston	122·40	
	" Lauder to Tilston	28·90	
	" Bolton Junction to Romford	227·00	
	" Moosejaw to Outlook	118·10	
	" Stoughton to Ogerna	88·60	
	" Langdon to Acme	39·80	
	" Kipp to Aldersyde	84·90	
	" Kerrobert to Macklin	46·10	
	" Molson to Whittier	43·60	
	" Kerrobert to Rosetown	57·80	
	" Valeport to Bulyea	18·80	
	" Regina to Colonsay	133·10	
	" Irricana to Standard	36·50	
	" Montana to Coutts	66·30	
	" Stirling to Cardston	47·30	
			3,837·10
	Total mileage owned		6,740 10
Lines leased	Atlantic and Northwest (in Canada)—		
	South end Lachine Bridge to Maine boundary, Que. 181·90		
	Eganville Jct. to Eganville, Ont. 19·20		
		201·10	
	St. Lawrence and Ottawa—		
	Ottawa to Prescott, Ont. 51·70		
	Chaudiere Junction to Sussex St., Ottawa. 6·60		
		58·30	
	Ontario and Quebec—		
	Montreal (Windsor Sta.) to Montreal Jct. 4·80		
	Mile End to Adirondack Jct. 10·00		
	St. Luc Jct. to Western Jct. 2·10		
	Montreal Jct. to Toronto (Union Station). 338·90		
	Leaside Jct. " " 5·30		
	London to Windsor 112·60		
		473·70	
	Credit Valley—		
	Toronto Junction to St. Thomas 116·80		
	Streetsville Junction to Melville Jct. 31·60		
	Cataract to Elora 27·30		
		175·80	
	West Ontario Pacific—Woodstock to London.	26·70	

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Distance. Total.
Canadian Pacific—*Con.*			
Leased lines	Toronto, Grey and Bruce—		
	Toronto Junction to Owen Sound	116·40	
	Orangeville Junction to Teeswater	67·80	
	Wingham Junction to Wingham	4·50	
	Mount Forest Tank to Mount Forest	1·20	
			189·90
	Guelph Junction—		
	Guelph Junction on Credit Valley Ry. to Guelph		15·30
	Joliette and Brandon—		
	St. Felix to St. Gabriel de Brandon		11·00
	Montreal and Ottawa—		
	Vaudreuil to Jct. with Canada Atlantic	86·70	
	Rigaud to Pt. Fortune	6·80	
			93·50
	Lindsay, Bobcaygeon and Pontypool—		
	Burketon Junction to Bobcaygeon		38·70
	Toronto, Hamilton and Buffalo—		
	Hamilton Junction to Hamilton		2·70
	Cap de la Madeleine—		
	From Main Line C.P.R., at Junction with Piles Branch to Cap de la Madeleine		2·30
	New Brunswick—		
	Woodstock to Maine boundary	59·40	
	Newburg Junction to Gibson	59·10	
	Aroostook Junction to Edmundston	57·10	
			175·60
	St. John and Maine—		
	Vanceboro to St. John	90·30	
	Fairville to West St. John	3·40	
			93·70
	Fredericton—		
	Fredericton Junction to Fredericton		22·10
	New Brunswick and Canada—		
	McAdam Junction to St. Stephen	33·90	
	Watt Junction to St. Andrews	27·50	
	McAdam Junction to Woodstock	51·10	
	Debec Junction to Maine boundary	5·00	
			117·50
	St. Stephen and Milltown Ry.—		
	St. Stephen to Milltown		4·60
	Tobique Valley—		
	Perth Centre to Plaster Rock		27·50
	Manitoba and Northwestern—		
	Portage-la-Prairie to Lanigan	348·50	
	Binscarth to Russell	11·30	
	Bradenbury South	1·00	
	Saskatchewan and Western—Minnedosa to Gauthier Junction	18·20	
			379·00
	Manitoba Southwestern Colonization—		
	Manitou to Deloraine	100·60	
	Rugby Junction to Glenboro'	102·70	
	Elm Creek to Carman	12·20	
			215·50
	Great Northwest Central—		
	Chater to Miniota	71·00	
	Forrest to Lenore	40·70	
			111·70
	British Columbia Southern—		
	Nelson to Proctor	20·40	
	Yahk to Kingsgate	10·50	
			30·90

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canadian Pacific—*Con.* Leased Lines	Northern Colonization—		
	Labelle to Mont Laurier	58·00	
	Shuswap and Okanagan—		
	From Jct. with C.P.R. at Sicamous to Lake Okanagan	50·80	
	Nakusp and Slocan—		
	Nakusp on Arrow Lake to Three Forks of Carpenter's Creek, B.C	36·40	
	Columbia and Western—		
	Castlegar Junction to Midway 100·90		
	Castlegar Junction to Rossland 29·30		
	Trail to Smelter Junction 1·40		
	Mining Spurs, including Rossland to LeRoi 25·10	156·70	
	Kootenay and Arrowhead—		
	Lardo to Gerrard	33·20	
	Columbia and Kootenay—		
	Nelson to Robson 27·40		
	Spur to mouth of Kootenay River ·80		
	Slocan Junction to Slocan 31·30	59·50	
	Vancouver and Lulu Island—		
	Vancouver to Steveston 16·90		
	Eborne extension 10·00	26·90	
	Calgary and Edmonton—		
	Calgary Junction to Strathcona 190·60		
	" to Macleod Junction 107·20		
	Wetaskiwin to Hardisty 100·30		
	Lacombe to Coronation 106·70	504·80	
	Ottawa Northern and Western—		
	Hull to Waltham 77·90		
	Hull Junction to Maniwaki 80·70	158·60	
	Tillsonburg, Lake Erie and Pacific—		
	Ingersoll to Port Burwell 33·40		
	Embro to Ingersoll 9·30	42·70	
	Guelph and Goderich—		
	Guelph to Goderich 80·20		
	Linwood Junction to Listowel 16·20	96·40	
	Nicola, Kamloops, and Similkameen—		
	Nicola to Spence's Bridge	47·00	
	Walkerton and Lucknow—		
	Walkerton to Saugeen Junction	37·60	
	Georgian Bay and Seaboard—		
	Port McNicoll to Coldwater	13·30	
	St. Mary's and Western Ontario—		
	Embro to St. Mary's	15·70	
	Orford Mountain—		
	Eastman to Windsor 36·00		
	Eastman to Troy Junction 23·40	59·40	
	St. Maurice Valley—		
	Three Rivers to Grand Mère	27·30	
	New Brunswick Southern—		
	Shore Line Junction to Bay Shore Junction	81·00	
	Total mileage leased		3,972 30
	" owned		6,740 10
	" in Can. Pac. system		10,712·40

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canadian Government Rys.	Intercolonial—		
	Halifax to St. Rosalie Junction	796·04	
	Dartmouth Branch	12·00	
	Truro to Sydney	214·27	
	Pt. du Chene to St. John	101·29	
	Indian Town Branch	21·95	
	St. Leonard Junction to Nicolet	14·70	
	River Ouelle Branch	6·19	
	St. Charles Junction to Chaudiere Junction	16·73	
	Dalhousie Branch	6·28	
	Pictou to Oxford Junction	69·39	
	Brown's Point to Stellarton	11·90	
	New Glasgow Junction to Pictou Landing	8·18	
	Pugwash Junction to Pugwash	4·54	
	Fredericton to Loggieville	124·80	
	Sydney Mines Branch	7·07	
	Ferrona Junction to Sunny Brae	12·48	
	Freight Branches	35·08	
			1,462·89
	Windsor Branch (32 miles) of I. C. Ry. is operated by Dominion Atlantic Ry.		
	Prince Edward Island—		
	Main Line—Tignish to Georgetown	158·60	
	Charlottetown to Murray Harbour	52·30	
	Branch—Mount Stewart to Souris	39·33	
	Branch—Montague Junction to Montague	6·20	
	Branch—Emerald to Cape Traverse	12·90	
			269·33
			1,732·22
Canadian Northern Ontario.	Toronto to Parry Sound	145·40	
	Parry Sound Junction to Sudbury Junction	112·50	
	Sudbury Junction to Ruel	65·70	
	East Don to Desoronto	133·90	
	Branches	20·19	
	Business Spurs	14·66	
			492·35
Canadian Northern Quebec.	Quebec to Montreal	176·07	
	Joliette to Hawkesbury	67·05	
	Garneau Junction to River à Pierre Jct'n	39·84	
	St. Jerome Junction to Huberdean	45·28	
	St. Jacques Junction to Rawdon	15·88	
	Shawinigan Junction to Falls	3·41	
	Lorette Junction to Transcontinental Jct	5·30	
	Hedleyville Junction to Montmorency River	7·22	
	Spurs	9·22	
			369·27
Cape Breton Railway	Point Tupper to St. Peters	30·00	
	Terminal to St. Peters	1·00	
			31·00
Caraquet	From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B.		68·00
Carillon and Grenville	Carillon to Grenville, Que., connecting at both termini with Ottawa River Navigation Company's steamers (Gauge, 5 ft. 6 in.)		13·00
Central Ontario	Picton to Trenton Junction	32·17	
	Trenton Junction to Coe Hill	72·60	
	Ormsby Junction to Maynooth	35·36	
			140·13

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Crows Nest Southern	International Boundary at Gateway to Michel, B.C.		74·18
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro')	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy		32·00
Dominion Atlantic, comprising Windsor and Annapolis, Yarmouth and Annapolis and Cornwallis Valley and lease of Windsor Branch of Intercolonial and Midland of Nova Scotia	Windsor to Yarmouth	170·78	
	Branches—		
	Wilmot to Torbrook	5·26	
	From Kentville to Kingsport, on Basin of Minas (formerly Cornwallis Valley Railway)	14·15	
	Windsor Branch of I.C.R.—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax, leased	31·47	
	Windsor to Truro	57·35	
			279·01
Eastern British Columbia	Corbin to McGillivray, B.C.	14·00	
	Branches	2·00	
			16·00
Elgin and Havelock	From Elgin, County of Albert, N.B., to Petitcodiac Junction with Intercolonial Railway; thence to Havelock in County of Kings, N.B.	27·00	
	Havelock to Keith's Mills	1·00	
			28·00
Essex Terminal	Grand Trunk Jct. to Sandwich	8·50	
	Windsor Branch Line	1·50	
			10·00
Esquimalt and Nanaimo	Victoria to Wellington, Island of Vancouver		78·00
Fredericton and St. Mary's Ry. Bridge, now in Intercolonial Ry	Over the St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway, and Canada Eastern Ry., at St. Mary's.		
Grand Trunk (owned)—			
Eastern Division		722·88	
Northern Division		893·59	
Middle Division		1,080·59	
Southern Division		245·55	
			2,942·61
Leased and partly owned	Buffalo and Lake Huron Ry.		
	Fort Erie to Goderich	161·30	
			161·30
	Total mileage owned and leased		3,103·91
St. Clair Tunnel and approaches	Under the St. Clair River, between Sarnia and Port Huron—connecting the Grand Trunk Railway with railways in State of Michigan		2·25
	(Length of tunnel between portals 6,000 ft., cylindrical in section with clear inside diameter of 19 feet 10 inches.		
Grand Trunk Pacific	Under construction. (See, Introduction.)		
Gulf Shore, now, Caraquet	Junction with Caraquet Railway at Pokemouche to Tracadie		16·78

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Halifax and Southwestern, formerly Nova Scotia Southern, including Central Nova Scotia, Halifax and Yarmouth and Middleton and Victoria Beach, and Liverpool and Milton	Halifax to Yarmouth	246·60	
	Mahone Junction to Lunenburg	7·00	
	Bridgewater Junction to Port Wade	92·50	
	New Germany Junction to Caledonia	22·10	
	Liverpool to Rapid Falls	4·85	
	Nictaux to Torbrook Mines	4·16	
	Shelburne to Battery Point Wharf	1·11	
			378·32
Hereford	From International Boundary to Lime Ridge, Quebec connects with Canadian Pacific Railway at Cookshire, Maine Central at International boundary, and with Quebec Central at Dudswell	.....	52·18
Interprovincial Railway, bridge and approaches, now included in Ottawa, Northern and Western	Across the Ottawa River at City of Ottawa. 1·40		
Irondale, Bancroft and Ottawa	From Junction with Grand Trunk Railway near Kinmount Station, to Junction with Central Ontario Ry	.....	51·00
Inverness and Richmond, now Inverness Ry. and Coal Co.	Inverness to Point Tupper Junction	.....	60·91
Kaslo and Slocan (Can. Pac. Ry.)	From Kaslo to McGuigan, B.C	23·18	
	Branches	0·19	
			23·37
Kent Northern	Richibucto, N.B., to Kent Jct., Intercolonial Railway	.....	27·00
Kettle Valley	Carson to Lynch Creek, B.C	.....	22·20
Kingston and Pembroke	Main Line Kingston to Renfrew	103·40	
	Glendower Branch—Bedford to Zanesville Mine	4·10	
	Robertsville Branch—To Robertsville Mines	0·90	
	Branches—To Doran's Mills, Charcoal Works McLaren's Mills, Bethlehem Iron Mines, Lavant Mills, Clyde Forks Mills, Wilson's Mine, Carswell's Mills, William's Mine, Cameron Bay	1·40	
	(Connects with Grand Trunk at Kingston, Canadian Pacific at Sharbot Lake and at Renfrew)		
			109·80
Klondike Mines	Dawson City to Sulphur Springs	.....	31·81
Lenora Mount Sicker	Lenora Mines to Crofton, B.C	.....	12·00
Lotbinière and Megantic	Lyster Station, Grand Trunk, to St. Jean des Chaillons	.....	30·00
Lake Erie and Detroit River	Walkerville, Ont., to St. Thomas	126·78	
Erie and Huron	Rondeau to Sarnia	72·03	
			198·81
London and Port Stanley	London to Port Stanley on Lake Erie	.....	23·66
Maganetawan River	Burks Falls, on Grand Trunk Ry., to Maganetawan River	.....	1·91
Maritime Coal, Railway and Power Co	Maccan to Joggins Coal Mine	.....	15·00
The Manitoba Ry., formerly—The Northern Pacific and Manitoba, the Winnipeg Transfer Ry., the Portage and Northwestern, the Waskada and Northeastern leased to Govt. of Manitoba and operated by the Canadian Northern	International boundary to Winnipeg, and branches	.....	350·68

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TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Marmora Ry. and Mining Co., operated by Central Ontario	Central Ontario Junction to Wanston		9·60
Midland of Nova Scotia (formerly Stewiacke Valley)	From Windsor to Truro, N.S., *see* Dominion Atlantic Railway.		
Massawippi Valley	From Lennoxville to Vermont boundary, there connecting with Connecticut and Passumpsic Rivers Railway; also connects with Grand Trunk and C.P.R. at Lennoxville	31·95	
	Branch—Stanstead Junction to Stanstead	3·51	
			35·46
Mid. of Man. now Gr. North.	International Boundary at Gretna to Portage la Prairie	76·52	
	International Boundary near Haskett to Morden	15·25	
			91·77
Midland of Manitoba	Terminals at Winnipeg		6·05
Montreal and Vermont Jct.	From Junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. Johns, P.Q., to Junction with Vermont and Canada Railway, at Vermont boundary; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway		23·60
Montreal, Portland and Boston, now Montreal and Province Line	Junction with Grand Trunk at St. Lambert to Farnham	32·00	
	Marieville to Cesaire	8·60	
	Farnham to Freligsburgh	18·00	
			58·60
Montreal and Atlantic (formerly Southeastern)	Main Line—Farnham to Richford on International Boundary	43·70	
	Drummondville Junction to Drummondville	59·20	
		102·90	
	Leased—Lake Champlain and St. Lawrence Junction —Stanbridge to St. Guillaume	60·50	
			163·40
	(Connects with Connecticut and Passumpsic, Grand Trunk and Stanstead, Shefford and Chambly Rys.)		
Morrissey, Fernie and Michel.	From Swinton to Carbonado, B.C., and leased line		10·85
Napierville Junction	St. Constant Junction to Rouse's Point		27·06
Nelson and Fort Sheppard	From Troup Junction to Waneta on International Boundary, B.C.		55·42
New Glasgow Iron, Coal and Railway Co., now Nova Scotia Steel and Coal Co.	Now, included in Intercolonial Ry		
New Brunswick and Prince Edward Island	From Sackville Station, Intercolonial Railway to Cape Tormentine		36·00
New Brunswick Coal and Ry. Co.	From Norton to Minto		58·00
New Brunswick Southern (now Can. Pacific).			
New Westminster Southern	Douglas to South Westminster		23·73
North Shore	Adamsville to Mount Carlyle		8·63
Nosbonsing and Nipissing	From Lake Nosbonsing to Lake Nipissing		5·50
Orford Mountain (now Can. Pac. Ry.)			
Ottawa and New York	From Ottawa to International Boundary near Cornwall		56·90
Pembroke Southern (leased to Canada Atlantic)	From Pembroke to Golden Lake		21·36

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Phillipsburg Ry. and Quarry Co.	Stanbridge Station of Canadian Pacific and Central Vermont Railways, to Phillipsburg, Missisquoi Co.		6·00
Pontiac and Renfrew	From Wyman's Station, on Pontiac Pacific Junction Ry., to Bristol Iron Mines, County Pontiac, Que.		4·25
Princeton Branch of Washington Co., Ry., (U.S.), now, Maine Central	International Boundary near Waring to International Boundary near Woodland		5·10
Qu'Appelle, Long Lake and Saskatchewan (in Canadian Northern System)	From Canadian Pacific Railway at Regina, Northwesterly to Long Lake and Prince Albert		250·02
QuebecBridge and approaches to connect adjacent railways	(Across St. Lawrence River at Quebec, under construction 10 miles.)		
Quebec and Lake St. John	Quebec to Chambord Junction	176·00	
	Chambord Junction to Chicoutimi	51·00	
	Valcartier to Clarks	5·50	
	Chambord Junction to Roberval	13·30	
	La Tuque Junction to La Tuque	39·70	
	Roberval to Roberval Wharf	1·00	
			286·50
Quebec Central	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway 5 miles from Levis, Quebec	138·00	
	Beauce Junction to St. Sabine	55·00	
	Tring Megantic—Tring Junction to Megantic	60·00	
	(Connects with Grand Trunk, Canadian Pacific and Boston and Maine Rys. at Sherbrooke.)		
			253·00
Quebec and New Brunswick	From Chaudiere Junction to Connors, N.B., 135 miles (3 miles under construction.)		
Quebec, Montmorency and Charlevoix, now, Quebec Ry., Light and Power Co.	Hedleyville, Parish of St. Roch, Quebec, to Cap Tourmente		27·50
Quebec, Montreal and Southern, comprising East Richelieu Valley Railway and United Counties	Noyan Junction to Bellevue Junction	80·82	
And South Shore Railway	From Fortierville Junction with Grand Trunk at St. Lambert	109·69	
	St. Constant Junction to Napierville Junction	1·40	
			191·91
Red Mountain	From International boundary line at Patterson, B.C., to Rossland		9·59
Restigouche and Western, now International of New Brunswick	Campbellton, N.B., to St. Leonard's		112·00
Rutland and Noyan	International boundary to Noyan Jct		3·39
Stanstead, Shefford and Chambly	From Junction with Montreal and Vermont Junction Railway, near St. John, Que., easterly to Waterloo.		43·00
St. John Bridge and Railway Extension, now leased by Canadian Pacific Ry.	From St. John to Fairville, crosses St. John River at the Falls by a cantilever steel bridge, and connects Intercolonial Railway with New Brunswick Railway, C.P.R., included in Canadian Pacific System, 2·00 miles.		

TABLE 1.—Showing Location of Railways, &c.—*Concluded.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
St. John Valley and Rivière du Loup	From Fredericton, N.B., to Woodstock, N.B., 66 miles, of which 6 miles are built		
Salisbury and Albert (formerly Albert Railway)	Salisbury to Albert, N.B		45·00
Schomberg and Aurora	Bond Lake, Ont., to Schomberg		14·40
St. Lawrence and Adirondack	From Jct. with Canada Atlantic near Valleyfield to International boundary	19·92	
	Beauharnois to Junction with Canadian Pacific at Adirondack Junction	12·90	
	Leased—Valleyfield to Beauharnois	13·30	
			46·12
St. Martins	Hampton to St. Martins		30·00
Sydney and Louisburg (Dominion Coal Co.)	Sydney Harbour to Louisburg Harbour	39·17	
	Branches to coal mines	25·65	
	Spurs	2·29	
			67·11
St. Mary's River, now Alberta Railway and Irrigation Co.			
Temiskaming and Northern Ontario	North Bay to Cochrane	252·80	
	Englehart to Charlton	7·80	
	Cobalt to Kerr Lake	3·90	
	Haileybury to Moore's Cove	1·64	
	Iroquois Falls to Timmins	33·20	
	Liskeard to Lake Temiskaming	·90	
	North Bay Junction to Nipissing Jct	2·04	
			302·28
Thousand Islands	Gananoque on St. Lawrence River to Thousand Island Junction		6·33
Temiscouata	Rivière du Loup, Que., to Edmundston, N.B., on the New Brunswick Railway	81·00	
	Branch—Edmundston to Connors, on St. John River	32·00	
			113·00
Tillsonburg, Lake Erie and Pacific	Port Burwell to Ingersoll, now in Can. Pac. Ry		
Toronto, Hamilton and Buffalo, including Brantford, Waterloo and Lake Erie	Waterford Jct. with Canada Southern to Welland Junction with Canada Southern—passing through the city of Hamilton	79·88	
	Hamilton to Grand Trunk Junction	0·27	
			80·15
Victoria and Sydney	Victoria to Sydney, B.C		15·97
Victoria Terminal Railway and Ferry	City of Victoria		·99
Vancouver, Victoria and Eastern	Laurier to Danville	16·47	
	Grand Forks Junction to Phœnix	25·82	
	Grand Forks to Granby Smelter	4·74	
	Midway to International Boundary	28·89	
	Chopaka to Coalmont	71·27	
	International Boundary to S. Westminster	21·05	
	International Boundary to Port Guichon	46·60	
	New Westminster to Vancouver	14·79	
	Burrard Inlet to Vancouver	1·93	
			231·56
Wellington Colliery	Union Bay to Cumberland		10·75
York and Carleton	Junction with Canada Eastern Ry. at Cross Creek Station to Ryan Brook, N.B		10·50
	Total mileage		26,727·23

TABLE 2.—SUMMARY of Mileage operated for the

Number.	1	2	3	4	5	6	7	8
	Name of Railway.	SINGLE TRACK.						
		Line represented by Capital Stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, &c.	Line operated under trackage rights.	Total mileage operated.
		Main line.	B'ches. and spurs.					
1	Alberta Railway and Irrigation Co., now C.P. Railway	111·29	0·53	.....	.....	.....	1·60	113·42
2	Algoma Central and Hudson Bay	111·04	23·34	.....	.....	.....	.....	134·38
3	Algoma Eastern	22·70	.....	.....	.....	.....	3·25	25·95
4	Atlantic, Quebec and Western	52·25	.....	.....	.....	.....	1·75	54·00
5	Bay of Quinté	78·00	11·39	.....	.....	.....	19·00	108·39
6	Bedlington and Nelson	15 30	.....	.....	.....	.....	8·67	23·97
7	Bessemer and Barrys Bay (†)	5·00	.....	.....	.....	.....	.....	5·00
8	Brandon, Saskatchewan and Hudson Bay	69·45	.....	.....	.....	.....	.....	69·45
9	British Yukon	85·80	15·32	.....	.....	.....	.....	101·12
10	Brockville, Westport & Northwestern	45·00	.....	.....	.....	.....	.....	45·00
11	Bruce Mines and Algoma (†)	17·28	.....	.....	.....	.....	.....	17·28
12	Canada Southern	226·18	153·86	.....	.....	.....	16·76	396·80
	Canadian Government Rys.—							
13	Intercolonial	1,427·81	35·08	.....	.....	.....	40·30	1,503·19
14	Prince Edward Island	150·90	118·43	.....	.....	.....	.....	269·33
15	Canadian Northern	1,140·50	2,531·72	.....	350·68	250 02	.....	4,272·92
16	" " Ontario	457·50	34·85	.....	.....	.....	3·80	496·15
17	" " Quebec	243·12	126·15	.....	.....	.....	58·60	427·87
18	Canadian Pacific	2,903·00	3,588·20	2,660·30	1,376·50	184·40	37·30	10,749·70
19	Carillon and Grenville (†)	13·00	.....	.....	.....	.....	.....	13·00
20	Cape Breton	31·00	.....	.....	.....	.....	.....	31·00
21	Caraquet	68·00	.....	.....	16·78	.....	.....	84·78
22	Central Ontario	140·13	.....	.....	9·60	.....	.....	149·73
23	Crows Nest Southern	74·18	.....	.....	.....	.....	.....	74·18
24	Cumberland Ry., and Coal Company	32·00	.....	.....	.....	.....	.....	32·00
25	Dominion Atlantic	170·78	76·76	.....	31·47	.....	14·42	293·43
26	Eastern, B.C.	14·00	2·00	.....	.....	.....	.....	16·00
27	Elgin and Havelock	28·00	.....	.....	.....	.....	.....	28·00
28	Esquimalt and Nanaimo	78·00	.....	.....	.....	.....	.....	78·00
29	Essex Terminal	8·50	1·50	.....	.....	.....	.....	10·00
30	Grand Trunk	2,942·61	.....	.....	.....	161·30	13·94	3,117·85
31	Grand Trunk (Canada Atlantic)	396·41	.....	.....	59·85	.....	.....	456·26
32	*Grand Trunk Pacific	*	.....	.....	.....	.....	.....	*
33	Halifax and South Western	246·60	131·72	.....	.....	.....	2·30	380·62
34	Hereford	52·18	.....	.....	.....	.....	.....	52·18
35	International of New Brunswick	112·00	.....	.....	.....	.....	.....	112·00
36	Inverness Railway and Coal Co	60·91	.....	.....	.....	.....	.....	60·91
37	Irondale, Bancroft and Ottawa	51·00	.....	.....	.....	.....	.....	51·00
38	Kaslo and Slocan	23·37	.....	.....	.....	.....	.....	23·37
39	Kent Northern	27·00	.....	.....	.....	.....	.....	27·00
40	Kettle Valley	22·20	.....	.....	.....	.....	.....	22·20
41	Kingston and Pembroke	103·40	6·40	.....	.....	.....	.....	109·80
42	Klondike Mines	31·81	.....	.....	.....	.....	.....	31·81
43	Lake Erie and Detroit River (Pere Marquette)	198·81	.....	.....	.....	.....	136 78	335·59
44	London and Port Stanley	23·66	.....	.....	.....	.....	.....	23·66
45	Lotbinière and Megantic	30·00	.....	.....	.....	.....	.....	30·00
46	Midland of Manitoba	6·05	.....	.....	.....	.....	69 02	75·07
47	Maganetawan River	1·91	.....	.....	.....	.....	.....	1·91
48	Manitoba Great Northern	91·77	.....	.....	.....	.....	0·99	92·76
49	Maritime Coal, Railway & Power Co.	12·00	3·00	.....	.....	.....	.....	15·00
50	Massawippi Valley	35·46	.....	.....	.....	.....	2·95	38·41
51	Montreal and Atlantic	102·90	.....	.....	60·50	.....	.....	163·40
52	Montreal and Province Line	50·00	8·60	.....	.....	.....	.....	58·60
53	Montreal and Vermont Junction	23·60	.....	.....	.....	.....	.....	23·60

† Not operated during year. * Under construction—1,448·37 miles track laid.

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Year ended June 30, 1912—All Tracks.

9	10	11	12	13	14	15	16	17	
		Second Track.							
Rails.		Line represented by Capital Stock.		Lines operated under lease.	Lines operated under trackage rights.	Total mileage operated.	Rails.		
Iron.	Steel.	Main Line.	Branches and spurs.				Iron.	Steel.	Number.
	111·82								1
	134·38								2
	22·70								3
	52·25								4
	89 39								5
	15·30								6
	5·00								7
	69·45								8
	101·12								9
	45·00								10
	17·28								11
	380·04	226·18	16.86		1·77	244 81		243·04	12
	1,462·89	24·60	2·10		37·60	64·30		26·70	13
	269·33								14
	4,272·92								15
	492·35								16
	369·27	0·80				0·80		0 80	17
	10,712·40	560·50		193·70		754·20		754·20	18
	13·00								19
	31·00								20
	84·78								21
	149·73								22
	74·18								23
	32·00								24
2·84	276 17								25
	16·00								26
	28·00								27
	78·00								28
	10·00								29
	3,103 91	706·81				706·81		706·81	30
	456·26	0·88				0·88		0·88	31
	*								32
	378 32								33
	52 18								34
	112·00								35
	60·91								36
	51·00								37
	23·37								38
	27·00								39
	22·20								40
6·40	103·40								41
	31·81								42
	198·81								43
	23·66								44
	30·00								45
	6·05								46
	1·91								47
	91·77								48
	15·00								49
	35·46								50
	163·40	6·40				6·40		6·40	51
	58·60								52
	23·60								53

TABLE 2.—SUMMARY of Mileage operated for the

Number.	Name of Railway.	Single Track.						
		Line represented by Capital Stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, &c.	Line operated under trackage rights.	Total mileage operated.
		Main line.	B'ches. and spurs.					
54	Moncton and Buctouche	32·60						32·00
55	Morrissey, Fernie and Michel	5·82			5·03			10·85
56	Napierville Junction	27·06						27·06
57	Nelson and Fort Sheppard	55·42					5·42	60·84
58	New Brunswick Coal and Railway Co.	58·00						58·00
59	New Brunswick and P. E. Island	36·00						36·00
60	New Westminster Southern	23·73					1·48	25·21
61	North Shore	6·13	2·50					8·63
62	Nosbonsing and Nipissing	5·50						5·50
	Nova Scotia Steel and Coal Co's Railway, now Intercolonial Railway							
63	Ottawa and New York	56·90					1·90	58·80
64	Phillipsburg Railway and Quarry Co.	6·00						6·00
65	Pontiac and Renfrew	4·25						4·25
66	Princeton Branch, of Washington Co. Railway	5·10						5·10
67	Quebec Central	138·00	115·00				5·00	258·00
68	Quebec Oriental	100·00						100·00
69	Quebec Railway Light and Power Co.	27·50					3·00	30·50
70	Quebec and Lake St. John	227·00	59·50					286·50
71	Quebec, Montreal and Southern	191·91						191·91
72	Red Mountain	9·59						9·59
73	Rutland and Noyan	3·39						3·39
74	Salisbury and Albert	45·06						45·00
75	Schomberg and Aurora	14·40						14·40
76	Stanstead, Shefford and Chambly	43·00						43·00
77	St. Clair Tunnel	1·13						1·13
78	St. Lawrence and Adirondack	32·82			13·30		8·92	55·04
79	St Martins	30·00						30·00
80	Sydney and Louisburg (Dominion Coal Co.)	39·17	25·65	1·09	1·20			67·11
81	Temiscouata	113·00						113·00
82	Temiskaming and Northern Ontario	252·80	49·48					302·28
83	Thousand Islands	6·08	0·25					6·33
84	Toronto, Hamilton and Buffalo	79·88	0·27				4·36	84·51
85	Vancouver Copper Co's Railway	12·00						12·00
86	Vancouver, Victoria and Eastern	231·56					1·48	233·04
87	Victoria and Sidney and Terminal Railway	16·96						16·96
88	Wellington Colliery Co's Railway	10·75						10·75
89	York and Carleton	10·50						10·50
	Final totals	14,423·71	7,121·50	2,661·39	1,924·91	595·72	462·99	27,190·22

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Year ended June 30, 1912—All Tracks.

9	10	11	12	13	14	15	16	17	
		Second Track.							
Rails.		Line Represented by Capital Stock.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	Rails.		
Iron.	Steel.	Main Line.	Branches and spurs.				Iron.	Steel.	Number.
	32·00								54
	10·85								55
	27·06								56
	55·42								57
	58·00								58
	36·00								59
	23·73								60
	8·63								61
	5·50								62
	56·90								63
	6·00								64
	4·25								65
	5·10								66
	253·00								67
	100·00								68
	27·50	9·50				9·50		9·50	69
	286·50								70
	191·91								71
	9·59								72
	3·39								73
	45·00								74
	14·40								75
	43·00								76
	1·13								77
	46·12								78
	30·00								79
	67·11								80
	113·00								81
	302·28								82
	6·33								83
	80·15	3·89	0·27		0·38	4·54		4·16	84
	12·00								85
	231·56								86
	16·96								87
	10·75								88
	10·50								89
9·24	26,717·99	1,539·56	19·23	193·70	39·75	1,792·24		1,752·49	

TABLE 2.—SUMMARY of Mileage Operated for the Year

Number.	32	43	44	46	48	49	51	52
	Name of Railway.	YARD TRACK AND SIDINGS.						
		Line represented by Capital Stock.		Line operated under lease.	Line operated under trackage rights.	Total Mileage operated.	Rails.	
		Main line.	Branches and spurs.				Iron.	Steel.
1	Alberta Ry. & Irrigation Co. (now in C.P.Ry.)	11·59	....	.....	.....	11·59	.....	11·59
2	Algoma Central and Hudson Bay	24·71	5·95	.....	.....	30·66	.....	30·66
3	Algoma Eastern	4·80	2·92	.....	.....	7·72	.....	7·72
4	Atlantic, Quebec and Western	.....	.....	.....	.....	.....	.....	.....
5	Bay of Quinté	11·30	4·00	.....	.....	15·30	.....	15·30
6	Bedlington and Nelson	1·28	.....	.....	.....	1·28	.....	1·28
7	Bessemer and Barry's Bay	.....	.....	.....	.....	.....	.....	.....
8	Brandon, Saskatchewan and Hudson Bay	10·25	.....	.....	.....	10·25	.....	10·25
9	British Yukon	.....	.....	.....	.....	.....	.....	.....
10	Brockville, Westport and North Western	2·00	.....	.....	.....	2·00	.....	2·00
11	Bruce Mines and Algoma	.....	.....	.....	.....	.....	.....	.....
12	Canada Southern	170·27	44·56	.....	.....	214·83	.....	214·83
	Canadian Govt. Railways:—							
13	Intercolonial	391·43	.....	.....	.....	391·43	.....	391·43
14	Prince Edward Island	11·15	9·10	.....	.....	20·25	·58	19·67
15	Canadian Northern	153·94	310·06	47·04	.....	511·04	.....	511·04
16	Canadian Northern (Ontario)	38·55	7·66	.....	.....	46·21	.....	46·21
17	Canadian Northern (Quebec)	18·20	38·23	.....	.....	56·43	.....	56·43
18	Canadian Pacific	2,911·10	.....	.....	.....	2,911·10	.....	2,911·10
19	Carillon and Grenville	.....	.....	.....	.....	.....	.....	.....
20	Cape Breton	.....	.....	.....	.....	.....	.....	.....
21	Caraquet	3·50	.....	.....	.....	3·50	.....	3·50
22	Central Ontario	15·50	.....	·50	.....	16·00	.....	16·00
23	Crow's Nest Southern	13·36	.....	.....	.....	13·36	.....	13·36
24	Cumberland Ry. & Coal Co	16·00	.....	.....	.....	16·00	.....	16·00
25	Dominion Atlantic	15·17	13·44	6·93	.....	35·54	8·78	26·76
26	Eastern B. C.	.....	.....	.....	.....	.....	.....	.....
27	Elgin and Havelock	.....	.....	.....	.....	.....	.....	.....
28	Esquimalt and Nanaimo	.....	.....	.....	.....	.....	.....	.....
29	Essex Terminal	.....	.....	.....	.....	.....	.....	.....
30	Grand Trunk	1,146·68	.....	.....	.....	1,146·68	.....	1,146·68
31	Grand Trunk (Canada Atlantic)	104·78	.....	5·29	.....	110·07	.....	110·07
32	*Grand Trunk Pacific	.....	.....	.....	.....	.....	.....	.....
33	Halifax and South Western	12·31	9·71	.....	.....	22·02	.....	22·02
34	Hereford	8·39	.....	.....	.....	8·39	0·12	8·27
35	Inverness Railway & Coal Co	7·80	.....	.....	.....	7·80	.....	7·80
36	International of New Brunswick	5·00	.....	.....	.....	5·00	.....	5·00
37	Irondale, Bancroft and Ottawa	1·00	.....	.....	.....	1·00	.....	1·00
38	Kaslo and Slocan	.....	.....	.....	.....	.....	.....	.....
39	Kent Northern	.....	.....	.....	.....	.....	.....	.....
40	Kettle Valley	1·49	.....	.....	.....	1·49	.....	1·49
41	Kingston and Pembroke	24·00	.....	.....	.....	24·00	24·00	.....
42	Klondike Mines	2·00	.....	.....	.....	2·00	.....	2·00
43	Lake Erie and Detroit River (Père Marquette)	69·58	.....	.....	23·03	92·61	.....	69·58
44	London and Port Stanley	10·13	.....	.....	.....	10·13	.....	10·13
45	Lotbinière and Megantic	3·00	.....	.....	.....	3·00	.....	3·00
46	Maganetawan River	.....	.....	.....	.....	.....	.....	.....
47	Manitoba Great Northern	8·88	.....	.....	.....	8·88	.....	8·88
48	Maritime Railway, Coal & Power Co	3·00	.....	.....	.....	3·00	.....	3·00
49	Massawippi Valley	9·13	.....	.....	.....	9·13	.....	9·13
50	Midland of Manitoba	6·02	.....	.....	.....	6·02	.....	6·02
51	Montreal and Atlantic	37·20	.....	.....	.....	37·20	.....	37·20
52	Montreal and Province Line	2·50	.....	.....	.....	2·50	.....	2·50
53	Montreal and Vermont Junction	2·00	.....	.....	.....	2·00	.....	2·00
54	Moncton and Buctouche	2·00	.....	.....	.....	2·00	.....	2·00

*Under Construction—1448·37 track laid.

ending June 30, 1912.—All Tracks.

53	54	55	56	57	58	59	61	62	
TOTAL MILEAGE OPERATED—ALL TRACKS.									
Line represented by Capital Stock.		Line of Proprietary Companies.	Line operated under lease.	Line operated under contract, &c.	Line operated under trackage rights.	Total Mileage operated.	Rails.		Number.
Main line.	Branches and spurs.						Iron.	Steel.	
122·88	·53				1·60	125·01		123·41	1
135·75	29·29					165·04		165·04	2
27·50	2·92				3·25	33·67		30·42	3
52·25					1·75	54·00		52·25	4
89·30	15·39				19·00	123·69		104·69	5
16·58					8·67	25·25		16·58	6
5·00						5·00		5·00	7
79·70						79·70		79·70	8
85·80	15·32					101·12		101·12	9
47·00						47·00		47·00	10
17·28						17·28		17·28	11
622·63	215·28				18·53	856·44		837·91	12
1,843·84	37·18				77·90	1,958·92		1,881·02	13
162·05	127·53					289·58	·58	289·00	14
1,294·44	2,841·78		397·72	250·02		4,783·96		4,783·96	15
496·05	42·51				3·80	542·36		538·56	16
262·12	164·38				58·60	485·10		426·50	17
6,374·60	3,588·20	2,660·30	1,570·20	184·40	37·30	14,415·00		14,377·70	18
13·00						13·00		13·00	19
31·00						31·00		31·00	20
71·50			16·78			88·28		88·28	21
155 63			10·10			165·73		165·73	22
87·54						87·54		87·54	23
48·00						48·00		48·00	24
185·95	90·20		38·40		14·42	328·97	11·62	302·93	25
14 00	2·00					16·00		16 00	26
28·00						28·00		28·00	27
78·00						78·00		78·00	28
8·50	1·50					10·00		10·00	29
4,796·10				161·30	13·94	4,971·34		4,957·40	30
502·07			65 14			567·21		567·21	31
									32
258·91	141·43				2·30	402·64		400·34	33
60·57						60·57	0·12	60·45	34
68·71						68·71		68·71	35
117·00						117·00		117·00	36
52·00						52·00		52·00	37
23·37						23·37		23·37	38
27·00						27·00		27·00	39
23·69						23·69		23·69	40
127·40	6·40					133·80	30·40	103·40	41
33·81						33·81		33·81	42
268·39					159·81	428·20		268·39	43
33·79						33·79		33·79	44
33·00						33·00		33·00	45
1·91						1·91		1·91	46
100·65					0·99	101·64		100·65	47
15·00	3·00					18·00		18·00	48
44·59					2·95	47·54		44·59	49
12·07					69·02	81·09		12·07	50
146·50			60·50			207·00		207·00	51
52·50	8·60					61·10		61·10	52
25·60						25·60		25·60	53
34·00						34·00		34·00	54

TABLE 2.—SUMMARY of Mileage Operated for the Year

Number.	32	43	44	46	48	49	51	52
	Name of Railway.	YARD TRACK AND SIDINGS.						
		Line represented by Capital Stock.		Line operated under lease.	Line operated under trackage rights.	Total Mileage operated.	Rails.	
		Main line.	Branches and spurs.				Iron.	Steel.
55	Morrissey, Fernie and Michel							
56	Napierville Junction	3·36				3·36		3·36
57	Nelson and Fort Sheppard	2·89				2·89		2·89
58	New Brunswick Coal & Railway Co.	7·00				7·00		7·00
59	New Brunswick and P. E. Island	1·60				1·60		1·60
60	New Westminster Southern	1·12				1·12		1·12
61	North Shore	1·37				1·37		1 37
62	Nosbonsing and Nipissing							
	Nova Scotia Steel & Coal Co., now Intercolonial Railway							
63	Ottawa and New York	7·53				7·53		7·53
64	Phillipsburg Railway & Quarry Co.							
65	Pontiac and Renfrew							
66	Princeton Branch of Washington Co. R'ly							
67	Quebec Central							
68	Quebec Oriental							
69	Quebec Railway, Light & Power Co.	6·50				6·50		6·50
70	Quebec and Lake St. John	36·21	3·66			39·87		39·87
71	Quebec, Montreal and Southern	23·15	3·09			26·24		26·24
72	Red Mountain	3·68				3·68		3·68
73	Rutland and Noyan	0·77				0·77		0·77
74	Salisbury and Albert	5·00				5·00	3·00	2·00
75	Schomberg and Aurora							
76	Stanstead, Shefford and Chambly	3·43				3·43		3·43
77	St. Clair Tunnel							
78	St. Lawrence and Adirondack	5·36		3·22		8·58		8·58
79	St. Martins							
80	Sydney & Louisburg (Dominion Coal Co.)		47·70			47·70		47·70
81	Temiscouata	5·86	2·74		0·25	8·85		8·60
82	Temiskaming and Northern Ontario	83·82	7·21			91·03		91·03
83	Thousand Islands	1·00				1·00		1·00
84	Toronto, Hamilton and Buffalo	42·39				42·39		42·39
85	Vancouver Copper Co							
86	Vancouver, Victoria and Eastern	40·99				40·99		40·99
87	Victoria and Sidney and Terminal R'ly	1·89				1·89		1·89
88	Wellington Colliery Co							
89	York and Carleton							
	Final totals	5,575·91	510 03	62·98	23·28	6,172·20	36·48	6,112 44

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ending June 30, 1912.—All Tracks—*Continued.*

53	54	55	56	57	58	59	61	62	
TOTAL MILEAGE OPERATED—ALL TRACKS.									
Line represented by Capital Stock.		Line of Proprietary Companies.	Line operated under lease.	Line operated under contract, &c.	Line operated under trackage rights.	Total Mileage operated.	Rails.		Number.
Main line.	Branches and spurs.						Iron.	Steel.	
5·82			5·03			10·85		10·85	55
30·42						30·42		30·42	56
58·31					5·42	63·73		58·31	57
65·00						65·00		65·00	58
37·60						37·60		37·60	59
24·85					1·48	26·33		24·85	60
7·50	2·50					10·00		10·00	61
						5·50		5·50	62
64·43					1·90	66·33		64·43	63
6·00						6·00		6·00	64
4·25						4·25		4·25	65
5·10						5·10		5·10	66
138·00	115·00				5·00	258·00		253·00	67
100·00						100·00		100·00	68
43·50					3·00	46·50		43·50	69
263·21	63·16					326·37		326·37	70
215·06	3·09					218·15		218·15	71
13·27						13·27		13·27	72
4·16						4·16		4·16	73
50·00						50·00	3·00	47·00	74
14·40						14·40		14·40	75
46·43						46·43		46·43	76
1·13						1·13		1·13	77
38·18			16·52		8·92	63·62		54·76	78
30·00						30·00		30·00	79
39·17	73·35	1·09	1·20			114·81		114·81	80
118·86	2·74				0·25	121·85		121·60	81
336·62	56·69					393·31		393·31	82
7·08	0·25					7·33		7·33	83
126·16	0·54				4·74	131·44		126·70	84
12·00						12·00		12·00	85
272·55					1·48	274·03		272·55	86
18·85						18·85		18·85	87
10·75						10·75		10·75	88
10·50						10·50		10·50	89
21,539·18	7,650·76	2,661·39	2,181·59	595·72	526·02	35,154·66	45.72	34,582·92	

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1912.

NOVA SCOTIA.

Number.	Name of Railway.	Mileage owned in NOVA SCOTIA. on June 30.		Increase.	Decrease.
		1912.	1911.		
1	Canadian Government Railway—Intercolonial	494·13	481·61	12·52	
2	Cape Breton	31·00	31·00		
3	Cumberland Railway & Coal Company.....	32·00	32·00		
4	Dominion Atlantic, and.....	247·54	247·40	·14	
5	Windsor Branch of Intercolonial.....	31·47	31·47		
6	Halifax and South Western.....	378·32	377·87	·45	
7	Inverness Railway and Coal Company..	60·91	60 91		
8	Maritime Railway Coal & Power Company..... . .	15·00	15·00		
9	Nova Scotia Steel & Coal Co's. R'y., now I.C.R ...	....	12 50	....	12·50
10	Sydney & Louisburg, (Dominion Coal Co.....	67·11	64·06	3·05	
	Total	1,357·48	1,353·82	16·16	12 50

PRINCE EDWARD ISLAND.

Number.	Name of Railway.	Mileage owned in PRINCE EDWARD ISLAND, on June 30.		Increase.	Decrease.
		1912.	1911.		
1	Canadian Government R'y.—Prince Edward Island.	269·33	269·33		
	Total.....	269·33	269·33		

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TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1912—*Continued.*

NEW BRUNSWICK.

Number.	Name of Railway.	Mileage owned in NEW BRUNSWICK on June 30.		Increase.	Decrease.
		1912.	1911.		
1	Canadian Government Railway—Intercolonial	504·69	504·69		
2	Canadian Pacific	519·40	519·40		
3	Caraquet, and	68·00	68·00		
4	Gulf Shore	16·78	16·78		
5	Elgin and Havelock	28·00	28·00		
6	International of New Brunswick	112 00	113·50		*1·50
7	Kent Northern	27·00	27·00		
8	Moncton and Buctouche	32 00	34·00		*2·00
9	New Brunswick Coal and Railway Company	58 00	58·00		
10	New Brunswick and Prince Edward Island	36 00	36·00		
11	North Shore	8·63	8·63		
12	Princeton Branch of Wash'n. Co. Ry. (U.S.)	5 10	5·10		
13	Salisbury and Albert	45·00	45·00		
14	St. Martins	30·00	30·00		
15	Temiscouata	44·00	44·00		
16	York and Carleton	10·50	10·50		
	Total	1,545·10	1,548·60		3·50

*Yard track, sidings.

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces, for the Year ending June 30, 1912—*Continued.*

QUEBEC.

Number.	Name of Railway.	Mileage owned in QUEBEC on June 30.		Increase.	Decrease.
		1912.	1911.		
1	Atlantic, Quebec and Western	52·25	52·25		
2	Canadian Government Railway: Intercolonial	464·07	464·07		
3	Canadian Pacific	1,063·00	1,063·00		
4	Canadian Northern Quebec	369·27	368·81	.46	
5	Carillon and Grenville	13·00	13·00		
6	Grand Trunk	437·92	437·92		
7	Grand Trunk (Canada Atlantic)	66·38	66·38		
8	Hereford	52·18	52·18		
9	Lotbinière and Megantic	30·00	30·00		
10	Massawippi Valley	35·46	35·46		
11	Montreal and Atlantic	163·40	163·40		
12	Montreal and Province Line	58·60	58·60		
13	Montreal and Vermont Junction	23·60	23·60		
14	Napierville Junction	27·06	27·06		
15	Phillipsburg Railway and Quarry Co.	6·00	6·00		
16	Quebec Oriental	100·00	100·00		
17	Quebec Central	253·00	253·00		
18	Quebec and Lake St. John	286·50	286·50		
19	Quebec Railway Light and Power Co.	27·50	27·00	.50	
20	Quebec, Montreal and Southern	191·91	191·91		
21	Rutland & Noyan	3·39	3·39		
22	Stanstead, Shefford and Chambly	43·00	43·00		
23	St. Lawrence and Adirondack	46·12	46.12		
24	Temiscouata	69·00	69·00		
	Total	3,882·61	3,881·65	.96	

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Province for the Year ending June 30, 1912—*Continued*

ONTARIO.

Number.	Name of Railway.	Mileage owned in ONTARIO, on June 30.		Increase.	Decrease.
		1912.	1911.		
1	Algoma Central and Hudson Bay	134·38	89·64	44·74	
2	Algoma Eastern	22·70	22·70		
3	Bay of Quinté	89·39	89·39		
4	Bessemer and Barry's Bay	5·00	5·00		
5	Brockville, Westport and North Western	45·00	45·00		
6	Bruce Mines and Algoma	17·28	17·28		
7	Canada Southern	380·04	380·04		
8	Canadian Northern	401·10	398·20	2·90	
9	Canadian Northern Ontario	492·35	342·90	149·45	
10	Canadian Pacific	2,886·60	2,886·30	·30	
11	Central Ontario, and	140·13	140·13		
12	Marmora Railway and Mining Co	9·60	9·60		
12a	Essex Terminal	10·00		10·00	
13	Grand Trunk	2,665·99	2,657·04	8·95	
14	Grand Trunk (Canada Atlantic)	389·88	389·88		
15	Irondale, Bancroft and Ottawa	51·00	51·00		
16	Kingston and Pembroke	109·80	109·80		
17	Lake Erie and Detroit River (Père Marquette)	198·81	198·81		
18	London and Port Stanley	23·66	23·66		
19	Maganetawan River	1·91	1·91		
20	Nosbonsing and Nipissing	5·50	5·50		
21	Ottawa and New York	56·90	56·90		
22	Pontiac and Renfrew	4·25	4·25		
23	Schomberg and Aurora	14·40	14·40		
24	St. Clair Tunnel	1·13	1·13		
25	Temiskaming and Northern Ontario	302·28	294·78	7·50	
26	Thousand Islands	6·33	6·33		
27	Toronto, Hamilton and Buffalo	80·15	80·15		
	Total	8,545·56	8,321·72	223·84	

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces, for the Year ending June 30, 1912—*Continued.*

MANITOBA.

Number.	Name of Railway.	Mileage owned in MANITOBA on June 30.		Increase.	Decrease.
		1912.	1911.		
1	Brandon, Saskatchewan and Hudson Bay	69·45	69·45		
2	Canadian Northern	1,758·25	1,747·06	11·19	
3	Canadian Pacific	1,594·90	1,557·90	37·00	
4	Midland of Manitoba	6·05		6·05	
5	Manitoba Great Northern	91·77	91·77		
	Total	3,520·42	3,466·18	54·24	

SASKATCHEWAN.

Number.	Name of Railway.	Mileage owned in SASKATCHEWAN on June 30.		Increase.	Decrease.
		1912.	1911.		
1	Canadian Northern	1,718·75	1,321·02	397·73	
2	Canadian Pacific	2,035·10	1,799 70	235·40	
	Total	3,753·85	3,120·72	633·13	

ALBERTA.

Number.	Name of Railway.	Mileage owned in ALBERTA on June 30.		Increase.	Decrease.
		1912.	1911.		
1	Alberta Railway and Irrigation Co	111·82	111·82		
2	Canadian Northern	394·82	221·42	173·40	
3	Canadian Pacific	1,390·00	1,161·00	229·00	
	Total	1,896·64	1,494·24	402·40	

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TABLE 3—SUMMARY of Single-track Railway Mileage owned in Provinces, for the Year ending June 30, 1912—*Concluded.*

BRITISH COLUMBIA.

Number.	Name of Railway.	Mileage owned in BRITISH COLUMBIA. on June 30.		Increase.	Decrease.
		1912.	1911.		
1	Bedlington & Nelson	15.30	15 30		
2	British Yukon	31.22	31 22		
3	Canadian Pacific	1,223.40	1,223.00	·40	
4	Crow's Nest Southern	74.18	74.18		
5	Eastern British Columbia	16.00	16 00		
6	Esquimalt & Nanaimo	78.00	78.00		
7	Kaslo & Slocan	23 37	23.37		
8	Kettle Valley	22.20	22.20		
9	Morrissey, Fernie & Michel	10.85	10.85		
10	Nelson & Fort Sheppard	55.42	55.42		
11	New Westminster Southern	23.73	23.73		
12	Red Mountain	9.59	9.59		
13	Vancouver Copper Co's Ry	12.00	12.00		
14	Vancouver, Victoria & Eastern	231.56	219.40	12.16	
15	Victoria & Sydney	15.97	15.97		
16	Victoria Terminal Ry. & Ferry Co.	.99	.91	.08	
17	Wellington Colliery Co's Ry	10.75	10.75		
	Total	1,854.53	1,841.89	12.64	

YUKON TERRITORY.

Number.	Name of Railway.	Mileage owned in YUKON TERRITORY. on June 30.		Increase.	Decrease.
		1912.	1911.		
1	British Yukon	69.90	69.90		
2	Klondike Mines	31.81	31.81		
	Total	101.71	101.71		

TABLE 4.—Amount of Railway Capital at the

Number.	1	2	3	4	5	6
		STOCKS.				FUNDED
	Name of Railway.	Amount Out-standing.	Amount per Mile of Line.	Proportion to Total Railway Capital. 100 × Col. 2. / Col. 12.	Amount Out-standing. Cols. 8+9+10+11	Amount per Mile of Line.
		$	$	p. c.	$	$
1	Alberta Ry. and Irrigation Co.	1,223,500	10,924	100·00		
2	Algoma Central and Hudson Bay	10,000,000	28,993	49·00	10,080,000	29,225
3	Algoma Eastern	2,800,006	123,348	52·83	2,500,000	110,132
4	Atlantic, Quebec and Western	1,967,700	37,659	43·70	2,535,580	48,528
5	Bay of Quinté	1,395,000	14,940	62·70	830,000	8,888
6	Bedlington and Nelson	1,000,000	65,359	100·00		
7	Brandon, Sask. and Hudson Bay	2,150,000	30,958	100·00		
8	*Brandon Transfer	12,600		100·00		
9	British Yukon	2,934,119	29,016	58·92	2,044,760	20,221
10	Brockville, Westport and North Western, (now Can. Northern)					
11	Bruce Mines and Algoma	99,000	5,729	33·79	194,000	11,226
12	Canada Southern	15,000,000	39,470	42·70	20,130,000	52,968
	Canadian Govt. Ry's.—					
13	Intercolonial					
14	Prince Edward Island					
15	Canadian Northern	70,000,000	14,605	34·90	130,073,397	27,138
16	Canadian Northern Ontario	250,000	508	2 00	12,311,000	25,004
17	Canadian Northern Quebec	9,550,000	25,862	52·26	8,725,511	23,629
18	Canadian Pacific	246,695,097	26,538	56·04	193,512,340	20,816
19	Montreal and Western	5,000	75	100·00		
	Leased—					
20	Atlantic and North West	3,416,000	9,877	33·52	6,775,066	19,586
21	British Columbia Southern	172,200	821	12·78	1,175,000	5,600
22	Calgary and Edmonton	1,000,000	2,270	10·90	8,158,894	18,548
23	Cap de la Madeleine	20,000	8,571	100·00		
24	Columbia and Kootenay	250,000	4,166	16·30	1,277,500	21,291
25	Columbia and Western	1,000,000	6,365	14·94	5,691,000	36,225
26	Fredericton	319,280	14,447	76·17	100,000	4,525
27	Great North West Central	500,000	4,504	27·26	1,375,000	12,387
28	Guelph and Goderich	125,000	1,564	4·92	2,415,000	30,225
29	Guelph Junction	21,000	1,354	10·82	173,000	11,161
30	Kootenay and Arrow Head	1,000,000	30,120	56·18	780,000	23,494
31	Lindsay, Bobcaygeon and Pontypool	200,000	5,168	100·00		
32	Manitoba North Western	6,872,814	20,108	55·60	5,489,153	16,059
33	Manitoba South West Colonization	700,000	3,256	21·04	2,616,000	12,167
34	Montreal and Lake Maskinonge	25,000	2,272	20·00	100,000	9,090
35	Montreal and Ottawa	227,200	2,430	12·20	1,636,250	17,500
36	Nakusp and Slocan	300,000	8,219	31·67	647,074	17,728
37	New Brunswick	4,780,800	10,858	37·93	7,821,127	17,763
38	New Brunswick and Canada	2,179,867	18,318	92·77	170,000	1,429
39	New Brunswick Southern	49,000	581	9·00	500,000	5,931
40	Nicola, Kamloops and Similkameen	250,000	5,319	17·54	1,175,000	25,000
41	Northern Colonization	300,000	12,766	21·14	1,118,000	47,574
42	Ontario and Quebec	2,000,000	2,946	9·26	19,502,591	28,871
43	Ottawa, Northern and Western	1,300,000	8,207	30·00	3,075,000	19,413
44	Orford Mountain	501,000	9,109	41·64	702,000	12,764
45	Shuswap and Okanagan	750,000	14,763	40·00	1,139,253	22,426
46	St. John Bridge and Ry. Extension	200,000	100,000	61·54	125,000	62,500
47	St. John and Maine	2,654,153	28,296	92·43	216,664	2,310
48	St. Lawrence and Ottawa	789,909	13,549	44·79	973,334	16,695
49	St. Marys and Western Ontario	250,000	16,393	55·70	198,250	13,000
50	St. Maurice Valley	500,000	18,518	34·60	945,000	35,000
51	St. Stephen and Milltown	50,000	10,870	100·00		

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Close of the Year ended June 30, 1912.

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 × Col. 5. Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	Number.
p. c.	$	$	$	$	$	$	
.....	.....	.....	.....	.....	1,223,500	10,924	1
51·00	10,080,000	.....	.....	.....	20,080,000	58,218	2
47·17	2,500,000	.....	.....	.....	5,300,000	233,480	3
56·30	2,535,580	.....	.....	.....	4,503,280	86,187	4
37·30	830,000	.....	.....	.....	2,225,000	23,828	5
.....	.....	.....	.....	.....	1,000,000	65,359	6
.....	.....	.....	.....	.....	2,150,000	30,958	7
.....	.....	.....	.....	.....	12,600	.....	8
41·08	2,044,760	.....	.....	.....	4,978,879	49,237	9
.....	.....	.....	.....	.....	.....	.....	10
66·21	194,000	.....	.....	.....	293,000	16,955	11
57·30	20,130,000	.....	.....	.....	35,130,000	92,438	12
.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	14
65·10	93,855,208	6,040,306	15,000,000	15,177,883	200,073,397	41,743	15
98·00	12,311,000	.....	.....	.....	12,561,000	25,512	16
47·74	8,725,511	.....	.....	.....	18,275,511	49,491	17
43·96	192,472,340	.....	.....	1,040,000	440,207,437	47,354	18
.....	.....	.....	.....	.....	5,000	75	19
66·48	6,775,066	.....	.....	.....	10,191,066	29,463	20
87·22	1,175,000	.....	.....	.....	1,347,200	6,421	21
89·10	8,158,894	.....	.....	.....	9,158,894	20,818	22
.....	.....	.....	.....	.....	20,000	8,571	23
83·70	1,277,500	.....	.....	.....	1,527,500	25,457	24
85·06	5,691,000	.....	.....	.....	6,691,000	42,590	25
23·83	100,000	.....	.....	.....	419,280	18,972	26
72·74	1,375,000	.....	.....	.....	1,875,000	16,891	27
95·08	2,415,000	.....	.....	.....	2,540,000	31,789	28
89·18	173,000	.....	.....	.....	194,000	12,515	29
43·82	780,000	.....	.....	.....	1,780,000	53,614	30
.....	.....	.....	.....	.....	200,000	5,168	31
44·40	5,489,153	.....	.....	.....	12,361,967	36,167	32
78·96	2,616,000	.....	.....	.....	3,316,000	15,423	33
80·00	100,000	.....	.....	.....	125,000	11,362	34
87·80	1,636,250	.....	.....	.....	1,863,450	19,930	35
68·33	647,074	.....	.....	.....	947,074	25,947	36
62·07	7,821,127	.....	.....	.....	12,601,927	28,621	37
7·23	170,000	.....	.....	.....	2,349,867	19,747	38
91·00	500,000	.....	.....	.....	549,000	6,512	39
82·46	1,175,000	.....	.....	.....	1,425,000	30,319	40
78·86	1,118,000	.....	.....	.....	1,418,000	60,340	41
90·74	19,502,591	.....	.....	.....	21,502,591	31,817	42
70·00	3,075,000	.....	.....	.....	4,375,000	27,620	43
58·36	702,000	.....	.....	.....	1,203,000	21,873	44
60·00	1,139,253	.....	.....	.....	1,889,253	37,189	45
33·46	125,000	.....	.....	.....	325,000	162,500	46
7·57	216,664	.....	.....	.....	2,870,817	30,606	47
55·21	973,334	.....	.....	.....	1,763,243	30,244	48
44·30	198,250	.....	.....	.....	448,250	29,393	49
65·40	945,000	.....	.....	.....	1,445,000	53,518	50
.....	.....	.....	.....	.....	50,000	10,870	51

TABLE 4.—Amount of Railway Capital at the

Number.	1 Name of Railway.	2 Stocks. Amount Outstanding.	3 Stocks. Amount per Mile of Line.	4 Proportion to Total Railway Capital 100 × Col. 2. / Col. 12	5 Funded. Amount Outstanding. Cols. 8+9+10+11	6 Funded. Amount per Mile of Line.
	Canadian Pacific—*Con.*	$	$	p. c.	$	$
	Leased—*Con.*					
52	Tillsonburg, Lake Erie and Pacific..	400,000	11,976	27·26	1,067,500	25,000
53	Tobique Valley	29,900	1,068	9·65	280,000	10,000
54	Toronto, Grey and Bruce	785,490	4,127	18·32	3,500,000	18,392
55	Vancouver and Lulu Island	25,000	962	5·21	455,000	16,852
56	Walkerton and Lucknow	19,000	504	2·50	740,000	19,628
57	West Ontario Pacific	21,000	789	100·00		
58	Berlin, Wellesley and Lake Huron	500,000	38,461	54·00	426,000	32,769
59	*South Ontario Pacific	20,000		100.00		
60	Georgian Bay & Seaboard	250,000	19,230	38.52	399,000	30,692
61	*Kootenay Central	250,000		100.00		
62	*Central of Canada	2,352,000		32.60	4,866,666	
63	Cape Breton	1,000,000	32,258	100.00		
64	Caraquet	1,250,000	18,382	71.40	500,000	7,353
65	Carillon & Grenville	200,000	15,385	100.00		
66	Central Ontario & Marmora Ry. &	3,331,000	23,857	76.96	1,000,000	7,143
67	Mining Co.	115,421	11,542	53.1[illegible]	100,000	10,000
68	Crow's Nest Southern	4,180,000	56,349	100.00		
69	Cumberland Ry. & Coal Co.	‡	‡			
70	Dominion Atlantic	2,433,333	8,721	31.62	5,260,475	18,845
71	Eastern British Columbia	420,000	30,000	81.40	96,000	6,857
72	Elgin & Havelock	44,900	1,603	47.30	50,000	1,786
73	Esquimalt & Nanaimo	2,500,000	32,500	100.00		
74	*Erie, London & Tillsonburg	125,000		100.00		
75	*Fort William Terminal	12,500		100.00		
76	Essex Terminal	32,500	3,250	100.00		
77	Grand Trunk	231,923,288	78,456	60.33	152,100,425	51,453
78	Buffalo & Lake Huron	2,605,632	14,967	39.48	4,279,456	22,942
79	Grand Trunk: Can. Atlantic, Ottawa, Arnprior & Parry Sound	7,200,000	18,163	31.03	16,000 092	40,362
80	Leased: Central Counties	500,000	12,990	56.81	380,000	9,873
81	Pembroke Southern	178,000	8,334	54 27	150,000	7,022
82	*Grand Trunk Pacific	24,942,000		18.00	97,659,722	
83	Gulf Shore	6,250	390	100.00		
84	*Ha-Ha Bay	600,000		100.00		
85	Halifax & South Western	1,000,000	2,704	18.72	4,341,954	11,741
86	Hereford	800,000	15,137	50.00	800,000	15,137
87	*Huron & Ontario	3,000,000		95.24	150,000	
88	*Indian River	15,000		100.00		
89	International of New Brunswick	1,320,000	12,000	59.56	896,000	8,000
90	Inverness Ry. & Coal Co.	7,500,000	114,504	77.40	2,131,000	35,000
91	Irondale, Bancroft & Ottawa	53,500	1,049	10.62	450,000	8,823
92	Kaslo & Slocan (now Can. Pac. Ry).	1,000,000	31,516	57.15	750,000	23,637
93	Kent Northern	75,000	2,777	67.64	34,000	1,333
94	Kettle Valley	375,000	16,892	46.01	440,000	19,820
95	Kingston & Pembroke	3,393,550	30,907	85.57	572,000	5,209
96	Klondike Mines	1,375,000	44,355	56 50	1,091,250	34,102
97	Lake Erie & Detroit River, &	1,400,000	7,042	31.81	3,000,000	15,090
98	London & Port Stanley	537,158	22,382	28.40	1,332,854	56,409
99	Lotbinière & Megantic	50,000	1,666	100 00		
100	Maganetawan River	30,000	15,706	100.00		
101	Manitoba (Can. Northern)	1,432,200	4,086	20.43	5,576,800	15,911
102	Maritime Coal, Ry. & Power Co.	2,000,000	133,333	70.00	929,500	61,966
103	Massawippi Valley	800,000	22,560	100.00		
104	Manitoba Great Northern	2,041,000	22,241	100.00		
105	Montreal & Atlantic	3,200,000	31,098	71 34	1,065,000	10,350

* Under construction. ‡ Capital included in Dominion Coal Co.

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Close of the Year ended June 30, 1912—*Continued.*

7	8	9	10	11	12	13	
Debt.	Designation of Funded Debt.				Summary.		
Proportion to Total Railway Capital. 100 × Col. 5 / Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	Number.
p. c.	$	$	$	$	$	$	
72·74	1,067,500				1,467,500	26,976	52
90·35	280,000				309,900	11,068	53
81·68	3,500,000				4,285,490	22,519	54
94·79	455,000				480,000	17,778	55
97.50	740,000				759,000	20,132	56
					21,000	789	57
46·00	426,000				926,000	71,230	58
					20,000		59
61.48	399,000				649,000	49,922	60
					250,000		61
68.00	4,866,666				7,218,666		62
					1,000,000	32,258	63
28.60	500,000				1,750,000	25,735	64
					200,000	15,385	65
23.04	1,000,000				4,331,000	31,000	66
46.89	100,000				215,421	21,542	67
					4,180,000	56,349	68
							69
68.38	4,901,707	358,768			7,693,808	27,575	70
18.60	96,000				516,000	36,857	71
52.70	50,000				94,900	3,389	72
					2,500,000	32,501	73
					125,000		74
					12,500		75
					32,500	3,250	76
39.67	152,100,425				384,023,713	129,909	77
60.52	4,279,456				6,885,088	37,909	78
68 97	16,000,092				23,200,092	58,525	79
43 19	380,000				880,000	22,863	80
45.73	150,000				328,000	15,356	81
82.00	97,659,722				122,601,722		82
					6,250	390	83
					600,000		84
81.28	4,341,954				5,341,954	14,445	85
50.09	800,000				1,600,000	30,274	86
4.76	150,000				3,150,000		87
					15,000		88
40.44	896,000				2,216,000	20,000	89
22.60	2,131,000				9,631,000	149,504	90
89.38	450,000				503,500	9,872	91
42.85	750,000				1,750,000	55,153	92
32.36	34,000				109,000	4,110	93
53.99	440,000				815,000	36,712	94
14.43	572,000				3,965,550	36,116	95
43.50	935,040	156,210			2,466,250	78,457	96
68.19	3,000,000				4,400,000	22,132	97
71.60	1,332,854				1,870,012	78,791	98
					50,000	1,666	99
					3 ,600	15,706	100
79.57	5,576,800				7,009,000	19,997	101
30.00	929,500				2,929,500	195,299	102
					800,000	22,560	103
					2,041,000	22,241	104
28.66	1,065,600				4,265,000	41,448	105

TABLE 4.—Amount of Railway Capital at the

Number.	Name of Railway.	Stocks. Amount Outstanding.	Stocks. Amount per Mile of Line.	Stocks. Proportion to Total Railway Capital. 100 × Col. 2. / Col. 12.	Funded. Amount Outstanding. Cols. 8+9+10+11	Funded. Amount per Mile of Line.
	1	2	3	4	5	6
		$	$	p. c.	$	$
106	Lake Champlain & St. Lawrence Junction	600,000	9,917	61.35	378,000	6,248
107	Moncton & Buctouche	250,000	7,812	80.65	60,000	1,875
108	Montreal & Province Line	1,000,000	17,064	83.33	200,000	4,926
109	Montreal & Vermont Junction	1,000,000	42,373	100.00		
110	Morrissey, Fernie & Michel	1,263,000	217,010	98.00	22,500	3,866
111	Napierville Junction	600,000	22,173	100 00		
112	Nelson & Fort Sheppard	2,816,800	50,826	100.00		
114	New Brunswick and P. E. Island	214,850	5,968	72.62	81,000	2,250
115	New Brunswick Coal and Ry. Co.	†				
116	New Westminster Southern	600,000	25,284	100.00		
117	North Shore	98,000	11,355	73.68	35,000	4,056
118	Nosbonsing and Nipissing	250,000	45,455	100.00		
119	Nova Scotia Steel and Coal Co's Ry.	§			§	
120	Ottawa and now York	1,000,000	17,575	38.46	1,600,000	28,119
121	Pere Marquette, (Canada)				5,870,000	29,500
122	Phillipsburg Ry. and Quarry Co.	124,500	20,750	75.70	40,000	6,666
123	Pontiac and Renfrew	20,000	4,706	100.00		
124	Princetown Branch, of Wash'n Co. Ry., Now Maine Central	86,950	17,049	50.00	86,950	17,049
125	*Quinze and Blanche River	125,000		100.00		
126	Qu'Appelle, Long Lake and Sask., (C.N.R.)	201,000	787	3.00	5,051,463	19,770
127	Quebec Central	3,381,603	15,233	35.17	6,233,406	28,079
128	Quebec Oriental	117,000	1,170	5.66	1,948,000	19,480
129	Quebec and Lake St. John	4,524,000	15,791	49.00	4,590,566	16,023
130	Quebec, Montreal and Southern	1,000,000	5,211	14.28	6,000,000	31,264
131	Quebec Ry. Light and Power Co.	3,250,000	120,000	56.13	2,513,434	93,107
132	*Quebec and New Brunswick	387,900		100.00		
133	Red Mountain	412,600	43,024	100.00		
134	Rutland and Noyan	100,000	29,499	50.00	100,000	29,499
135	Salisbury and Albert	150,000	3,333	100.00		
136	Schomberg and Aurora	250,000	17,361	45.90	306,000	20,000
137	Stanstead, Shefford and Chambly	608,750	14,157	79.60	155,865	3,625
138	St. Clair Tunnel	350,000	155,555	12 28	2,500,000	1,111,111
139	St. Martins	99,000	3,300	52.38	90,000	3,000
140	*St. John Valley and River du Loup	34,932		100.00		
141	St. Lawrence and Adirondack	1,230,655	37,497	57.37	914,418	27,862
142	Sydney and Louisburg (Dom. Coal Co.)	‡			‡	
143	Temiskaming and Northern Ontario	§				
144	Temiscouata	1,000,000	8,849	24.41	3,099,669	27,401
145	Thousand Islands	60,000	8,185	51.85	58,000	7,913
146	Toronto, Hamilton and Buffalo	2,500,000	30,618	36.80	4,280,000	52,419
147	*Trans-Canada	37,700		100.00		
148	Vancouver Copper Co's. Ry.				92,466	7,705
149	Vancouver, Victoria and Eastern	19,050,000	82,268	100 00		
150	Vancouver, Westminster and Yukon	3,522,000	234,800	100.00		
151	Victoria and Sidney	103,00	6,450	27.00	300,000	18,785
152	Victoria Terminal Ry. and Ferry Co	250	252	100.00		
153	Wellington Colliery Co's. Ry.	500,000	46,511	100.00		
154	York and Carleton	105,000	10,000	100.00		
	Total	770,459,351			818,478,175	

*Under construction. †Owned and operated by the New Brunswick Govt.
§Capital included in Nova Scotia Steel and Coal Co., Ltd.

Close of the Year ended June 30, 1912—*Concluded.*

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100×Col. 5. / Col. 12.	Bonds.	Miscellaneous. Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	Number.
p. c.	$	$	$	$	$	$	
38.65	378,000				978,000	16,165	106
19.35	60,000				310,000	9,687	107
16.67	200,000				1,200,000	21,990	108
					1,000,000	42,373	109
2.00	22,500				1,285,500	220,876	110
					600,000	22,173	111
					2,816,800	50,826	112
27.38	81,000				295,850	8,218	114
					†		115
					600,000	25,284	116
26.32	35,000				133,000	15,411	117
					250,000	45,455	118
					§		119
61.54	1,325,000		275,000		2,600,000	45,694	120
100.00	5,870,000				5,870,000	29,500	121
24.30		40,000			164,500	27,416	122
					20,000	4 706	123
50.00	86,950				173,900	34,098	124
					125,000		125
97.00	5,051,463				5,252,463	20,577	126
64.83	4,588,473		1,644,933		9,615,009	43,312	127
94.34	1,948,000				2,065,000	20,650	128
51.00	4,391,033		199,533		9,114,566	31,814	129
85.82		6,000,000			7,000,600	36,475	130
43.87	2,500,000	13,434			5,763,434	213,107	131
					387,900		132
					412,600	43,024	133
50.00	100,000				200,000	58,998	134
					150,000	3,333	135
54.10	300,000				550,000	37,361	136
20.40	155,865				764,615	17,782	137
87.72	2,500,000				2,850,000	1,266,666	138
47.62	90,000				189,000	6,300	139
					34,932		140
42.63	914,418				2,145,073	65,359	141
					‡		142
					§		143
75.59	3,099,669				4,099,669	36,250	144
48.15	58,000				118,000	16,098	145
63.20	4,280,000				6,780,000	83,037	146
					37,700		147
100.00	92,466				92,466	7,705	148
					19,050,000	82,268	149
					3,522,000	234,800	150
73 00	300,000				403,000	25,235	151
					250	252	152
					500,000	46,511	153
					105,000	10,000	154
	772,532,108	12,608,718	17,119,466	16,217,883	1,588,937,526		

‡General capital of the Dominion Coal Co. §Owned and operated by the Ontario Govt.

TABLE 5.—STATEMENT of Aid, granted and paid to Railways

Number.	Name of Railway.	By DOMINION GOVERNMENT.			By PROVINCIAL	
		Bonus Granted.	Bonus Paid up.	Loan.	Name of Province.	Bonus Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
1	Albert Southern (abandoned)	50,460 00	50,460 00		New Brunswick	48,680 00
2	Harvey Branch (abandoned)	5,553 57	5,553 57		"	9,000 00
3	Alberta Ry. & Irrigation Co.	148,094 00	148,094 00			
4	Algoma Central & Hudson Bay	1,058,560 00	1,058,560 00			
5	Algoma Eastern	1,241,600 00	100,638 72			
6	Atlantic, Quebec & Western	488,182 00	488,182 00			
7	Bay of Quinte	350,455 25	350,455 25		Ontario	84,000 00
8	Bedlington & Nelson (nil)					
9	Brandon, Sask'n & Hudson Bay (nil)					
10	British Yukon (nil)					
11	Brockville, Westport & N'th Western	140,800 00	140,800 00		Ontario	
12	Bruce Mines & Algoma	53,920 00	53,920 00		"	50,918 00
13	Canada & Gulf Terminal	210,053 59	210,053 59			
14	Canada Southern, including					
15	Sarnia, Chatham & Erie				Ontario	
16	Leamington & St. Clair	51,200 00	51,200 09		"	147,859 00
	Can. Gov't. Rly's —					
17	Intercolonial, including					
18	Canada Eastern	374,839 84	374,839 84			
19	Drummond County	423,936 00	423,936 00		Quebec	
20	Fredericton & St. Marys' Bridge	30,000 00	30,000 00			
21	Prince Edward Island					
22	Can. Northern, including :	374,606 00	374,606 00			
23	Winnipeg Great Nort'n					
24	Port Arthur, Duluth & Western	271,200 00	271,200 00		Ontario	255,571 00
25	Ontario & Rainy River	1,534,526 00	1,534,526 00		"	1,072,800 00
26	Manitoba				Manitoba	641,575 25
27	Canadian Northern Ont	2,255,872 00	2,240,832 00		Ontario	(a)
28	Canadian Northern Quebec	2,020,616 89	2,020,616 89		Quebec	1,194,129 46
29	Can. Pacific : Main line	30,053,283 00 b.10,189,521 00	29,863,460 43 b.10,189,521 00		Manitoba BritishColumbia	375,377 50 37,500 00
30	Owned—Canada Central	1,525,250 00	1,525,250 00		Ontario	1,479,000 00
31	Lake Temiscaming Colonization	310,335 95	310,335 95		Quebec	350,076 82
32	North Shore	1,500,000 00	1,500,000 00			
33	Montreal & Western	361,270 00	361,270 00		Quebec	472,500 00
34	Que. Montreal, Ottawa & Occidental				"	727,000 00
35	Leased—Atlantic&North West	3,888,800 00	3,888,800 00		"	711,122 02
36	Cap de la Madeleine	7,424 00	7,424 00			
37	Columbia & Kootenay	88,800 00	88,800 00			
38	Credit Valley				Ontario	531,000 00
39	Fredericton				New Brunswick	230,000 00
40	Guelph & Goderich				Ontario	
41	Guelph Junction	51,200 00	46,000 00		"	
42	Lindsay, Bobcaygeon & Pontypool	185,173 06	185,173 06		"	52,500 00
43	Manitoba & North-Western				Manitoba	
44	Manitoba & South Western Colonization				"	
45	Montreal & Lake Maskinongé	41,280 00	41,280 00		Quebec	87,750 00
46	Montreal & Ottawa	192,000 00	192,000 00		Ontario Quebec	100,000 00 182,210 00
47	Nakusp & Slocan	121,600 00	117,760 00		BritishColumbia	

(a) Ontario Government guaranty of bonds 318 miles at $20,000 per mile. (b) Paid for 6,793,014 acres of land relinquished.

by Governments and Municipalities, to June 30, 1912.

Governments.			By Municipalities.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
48,680 00						
9,000 00						
84,000 00			197,990 43	197,990 43		
			116,000 00	116,000 00		
50,918 00			500 00	500 00		
			322,500 00	322,500 00		
147,859 00						
			15,000 00	15,000 00		
255,571 00			40,000 00	40,000 00		
1,072,800 00			50,000 00	50,000 00		
641,575 25						
(a)			20,000 00	20,000 00		
1,194,129 46			72,000 00	72,000 00		200,000 00
372,157 50			572,500 00	464,761 29		
37,500 00						
1,479,000 00						42,500 00
350,076 82						
472,500 00						
727,000 00	1,176,956 00		25,000 00	25,000 00	771,644 62	
699,192 08						325,000 00
531,000 00			1,085,000 00	1,085,000 00		
230,000 00			80,000 00	80,000 00		
			31,000 00	31,000 00		
						193,000 00
52,500 00			73,000 00	73,000 00		
			215,600 00	215,600 00		
	900,000 00					
87,750 00						
100,000 00						
182,210 00			5,300 00	5,300 00		
	647,074 00					

TABLE 5.—STATEMENT of Aid, Granted and Paid to Railways by

Number.	Name of Railway.	By Dominion Government.			By Provincial	
		Bonus Granted.	Bonus Paid Up.	Loan.	Name of Province.	Bonus Granted.
	Canadian Pacific—Leased *Continued.*	$ cts.	$ cts.	$ cts.		$ cts.
48	New Brunswick				New Brunswick.	76,000 00
49	New Brunswick & Canada				"	575,000 00
50	Nicola, Kamloops & Similkameen	300,800 00	300,800 00			
51	Northern Colonization	355,200 00	355,200 00		Quebec	96,000 00
52	Ontario & Quebec	196,000 00	196,000 00		Ontario	
53	Orford Mountain	192,942 50	192,942 50		Quebec	138,884 92
54	Ottawa, Northern & Western	950,000 00	821,009 20		Ontario Quebec	50,000 00 1,316,389 15
55	Saskatchewan & Western				Manitoba	
56	Shuswap & Okanagan	163,200 00	163,200 00			
57	St. John Bridge and Ry. Extension			433,900 00	New Brunswick.	5,181 81
58	St. John & Maine				"	880,000 00
59	St. Lawrence & Ottawa				Ontario	
60	St. Mary's & Western Ontario	67,709 00	67,709 00		"	
61	St. Stephen & Milltown	14,848 00	14,848 00		New Brunswick.	13,920 00
62	Tillsonburg, Lake Erie & Pacific	158,871 48	117,431 48		Ontario	38,564 00
63	Vancouver and Lulu Island	61,760 00	61,760 00			
64	Tobique Valley	134,016 00	134,016 00		New Brunswick	70,000 00
65	Toronto, Grey & Bruce	14,656 00	14,656 00		Ontario	375,282 00
66	West Ontario Pacific	60,000 00	60,000 00		"	
67	New Brunswick Sou'rn				New Brunswick	413,000 00
68	Cape Breton	196,800 00	196,800 00		Nova Scotia	99,200 00
69	Caraquet	224,000 00	224,000 00		New Brunswick	180,000 00
70	Carillon & Grenville	(nil)				
71	Central Ontario &	204,893 49	204,893 49		Ontario	278,000 00
72	Marmora Railway & Mining Co	30,720 00	30,720 00		"	19,149 39
73	Colchester Coal & R'ly Co	12,800 00	12,800 00			
74	Crows Nest Southern	(nil)				
75	Cumberland Railway & Coal Co	44,800 00	39,850 00		Nova Scotia	184,450 00
76	Dominion Atlantic, including—					
77	Windsor & Annapolis	1,193,369 00	1,193,369 00			
78	Cornwallis Valley	44,800 00	44,800 00		Nova Scotia	44,800 00
79	Western Counties	500,000 00	500,000 00		" "	679,197 45
80	Midland of N. S.	399,060 40	399,060 40		" "	185,600 00
81	Eastern British Columbia	(nil)				
82	Edmonton, Yukon & Pacific (C.N.R.)	160,000 00	91,200 00			
83	Elgin & Havelock	‡82,652 82	‡82,652 82		New Brunswick	107,500 00
84	Esquimalt & Nanaimo (C.P.R.)	750,000 00	750,000 00			
85	Grand Trunk, including			15,142,633 33		
86	Beauharnois Junction	62,400 00	62,400 00		Quebec	179,073 00
87	Brantford, Norfolk & Port Burwell				Ontario	68,000 00
88	Buffalo & Lake Huron				"	
89	Cobourg, Blairton & Marmora				"	18,740 00
90	Grand Trunk, Victoria Jubilee Bridge	500,000 00	500,000 00			
91	Grand Trunk, Georgian Bay & Lake Erie				Ontario	336,000 00

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Governments and Municipalities, to June 30, 1912—*Continued.*

Governments.			By Municipalities.			
Bonus Paid Up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid Up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
76,000 00			23,000 00	23,000 00		
575,000 00			47,500 00	47,500 00		
96,000 00						
			52,500 00	52,500 00		
138,884 92			3,000 00	3,000 00		
50,000 00			150,000 00	150,000 00		
1,192,672 58			101,000 00	100,000 00		
			10,000 00	10,000 00		
5,181 81						
880,000 00		300,000 00				60,000 00
					300,000 00	90,000 00
			80,000 00	77,996 39		
13,920 00						
38,564 00			75,000 00	75,000 00		
70,000 00						
375,282 00			988,000 00	969,561 44		
			25,000 00	25,000 00		
413,000 00			3,000 00	3,000 00		
99,200 00			10,000 00	10,000 00		
180,000 00						
278,000 00			93,500 00	93,500 00		
19,149 39						
173,650 00						
44,800 00			27,685 00	27,685 00		
679,197 45			250,000 00	250,000 00		
183,510 40			36,000 00	36,000 00		
107,500 00			13,000 00	13,000 00		
179,073 00						
68,000 00						
			966,000 00	966,000 00		
18,740 00	26,000 00		113,500 00	113,500 00		
336,000 00			929,000 00	929,000 00		

TABLE 5.—STATEMENT of Aid, granted and paid to Railways

Number.	Name of Railway.	By Dominion Government.			By Provincial	
		Bonus Granted.	Bonus Paid up.	Loan.	Name of Province.	Bonus Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
92	Grand Junction, Belleville & North Hastings	21,888 00	21,888 00		"	224,660 00
93	Owen Sound Branch	39,744 00	39,744 00		"	
94	Hamilton & North Western				Ontario	565,020 00
95	London, Huron & Bruce				"	178,630 00
96	Midland, Ontario				"	168,350 00
97	Montreal & Champlain Junction	103,600 00	103,600 00		Quebec	150,000 00
98	Northern				Ontario	196,188 00
99	North Simcoe				"	83,300 00
100	Northern Pacific Junction	1,320,000 00	1,320,000 00			
101	South Norfolk	54,400 00	54,400 00		Ontario	
102	Toronto Belt Line					
103	Toronto & Nipissing				Ontario	105,212 00
104	Lake Simcoe Junction				"	53,000 00
105	Victoria				"	312,000 00
106	Waterloo Junction	32,800 00	32,800 00		"	
107	Wellington, Grey & Bruce				"	241,276 00
108	Whitby, Port Perry & Lindsay				"	94,957 59
109	Grand Trunk:—Canada Atlantic division, including	282,355 20	282,355 20		Ontario Quebec	270,000 00 200,000 00
110	Ottawa, Arnprior & Parry Sound	932,512 00	932,512 00		Ontario	577,326 06
111	Central Counties				"	
112	Pembroke Southern	64,000 00	64,000 00		"	55,500 00
113	*Grand Trunk Pacific	(c)4,994,416 66 1,269,299 20	(c)4,994,416 66 1,269,299 20	10,000,000 00	"	376,320 00
114	Gulf Shore	53,699 20	53,699 20		New Brunswick	41,950 00
115	Halifax & South Western, including	819,874 93	819,874 93		Nova Scotia	3,899,605 00
116	Central of N. S. & Nova Scotia Southern	653,776 00	653,776 00		" "	
117	Halifax & Yarmouth	160,000 00	160,000 00		" "	156,499 33
118	Middleton & Victoria Beach	125,760 00	125,760 00		" "	96,000 00
119	Hereford	170,560 00	170,560 00		Quebec	103,000 00
120	Inverness Railway & Coal Co	627,000 00	368,545 97		Nova Scotia	272,000 00
121	*International of New Brunswick	726,080 00	725,288 07		New Brunswick	275,000 00
122	Irondale, Bancroft & Ottawa	144,000 00	144,000 00		Ontario	315,000 00
123	Kaslo & Slocan (nil)					
124	Kent Northern	†58,334 27	†58,334 27		New Brunswick	135,000 00
125	St. Louis & Richibucto (abandoned)	22,400 00	22,400 00		" "	21,000 00
126	Kettle Valley	246,571 52	246,571 52			
127	Kingston & Pembroke	48,000 00	48,000 00		Ontario	456,493 00
128	Klondike Mines	197,184 00	197,184 00			
129	L'Assomption (abandoned)	11,200 00	11,200 00			
130	Lake Erie & Detroit River,	571,851 00	571,851 00			83,000 00
131	& London & Port Stanley				Ontario	
132	Liverpool & Milton (now Halifax & South Western	32,000 00	32,000 00			
133	Lotbiniere & Megantic	96,000 00	96,000 00		Quebec	126,994 00
134	Manitoba & Great Northern (nil)					
135	Maganetawan River	3,552 00	3,552 00		Ontario	10,000 00
136	Maritime Coal, Ry. & Power Co	40,700 00	40,700 00		Nova Scotia	39,788 00
137	Massawippi Valley	5,376 00	5,376 00		Quebec	5,000 00

‡ Includes used iron rails. * Under construction. † Used iron rails. (c) This amount was

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By Governments and Municipalities to June 30, 1912—*Continued.*

Governments.			By Municipalities.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
224,660 00			213,000 00	213,000 00		50,000 00
			85,500 00	85,500 00		
565,020 00			599,805 00	599,805 00		
178,630 00			311,500 00	311,500 00		
168,350 00			144,870 85	144,870 85		
150,000 00			21,774 00	21,774 00		
196,188 00			241,980 00	241,980 00		390,000 00
83,300 00						
			65,000 00	65,000 00		
105,212 00			376,702 59	376,702 59		
53,000 00			100,000 00	100,000 00		
312,000 00			186,000 00	186,000 00		
			47,000 00	47,000 00		
241,276 00			682,000 00	682,000 00		
94,957 59			222,094 93	222,094 93		
270,000 00 200,000 00			154,392 00	152,900 00		32,000 00
577,326 06						
			24,000 00	24,000 00		
55,500 00			20,000 00	20,000 00		
376,320 00			350,000 00	350,000 00		
41,950 00						
3,899,605 00						
			88,874 17	88,874 17		
156,499 33			15,338 93	15,338 93		
84,226 36						
233,000 00			100,000 00	50,000 00		
275,000 00			5,000 00	5,000 00		
135,000 00						
135,000 00						
21,000 00						
456,493 00			509,320 00	509,320 00		
83,000 00			356,500 00	356,500 00		
					1,332,854 00	414,000 00
126,994 00						
10,000 00						
39,788 00						
5,000 00						65,000 00

paid to the Company under the "Implement Clause" by the Dominion Government.

TABLE 5.—STATEMENT of Aid, Granted and Paid to Railways by

Number.	Name of Railway.	By Dominion Government.			By Provincial	
		Bonus Granted.	Bonus Paid up.	Loan.	Name of Province.	Bonus Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
138	Minudie Coal & Ry. Co	18,544 00	18,544 00			
139	Montreal & Atlantic & Lake				Quebec	444,000 00
140	Champlain & St. Lawrence Jct.				Quebec	250,280 00
141	Montreal & Province Line.	58,560 00	58,560 00		"	231,122 00
142	Montreal & Vermont Junction (nil)					
143	Moncton & Buctouche	102,400 00	101,600 00		New Brunswick	96,000 00
144	Morrissey, Fernie & Michel (nil)					
145	Napierville Junction	173,440 00	173,440 00		Quebec	
146	Nelson & FortSheppard(nil)					
147	New Brunswick Coal & Ry. Co.	190,400 00	190,400 00		New Brunswick	224,000 00
148	New Brunswick & P. E. Island	113,440 00	113,440 00		New Brunswick	99,708 90
149	New Westminster Southern (nil)					
150	North Shore	27,616 00	27,616 00		New Brunswick	16,200 00
151	Nosbonsing & Nipissing(nil)					
152	Nova Scotia Steel & Coal Co's Ry	40,000 00	39,840 00		Nova Scotia	40,000 00
153	Ottawa & New York	262,384 00	262,384 00		Ontario	35,000 00
154	Phillipsburg Ry. & Quarry Co	23,712 00	23,712 00		Quebec	25,667 00
155	Pontiac & Renfrew	13,600 00	13,600 00		"	17,433 60
156	Princeton Branch of Wash. Co. Ry. (U.S.) now, Maine Central Ry					
157	*Quebec Bridge & R'ly Co.	374,353 33	374,353 33		Quebec	250,000 00
158	Quebec Central	533,301 30	533,301 30		"	1,076,123 14
159	Quebec & Lake St. John	1,454,695 00	1,261,463 50		"	2,533,000 00
160	Quebec Oriental	828,435 84	828,435 84		"	1,596,390 00
161	*Quebec & Saguenay	104,992 00	104,992 00			
162	Quebec R'ly, Light & Power Co.	96,000 00	96,000 00		Quebec	306,945 50
163	Quebec, Montreal & Southern, including—	500,386 25	500,386 25		"	210,000 00
164	United Counties, East Richelieu Valley	69,952 00	69,952 00		"	115,215 00
165	South Shore	296,998 38	296,998 38		"	276,645 00
166	Red Mountain (nil)					
167	Rutland & Noyan (nil)					
168	Salisbury & Albert	†29,665 45	†29,391 01		New Brunswick.	455,000 00
169	Schomberg & Aurora	48,000 00	46,144 00			
170	Stanstead, Shefford & Chambly (nil)					
171	St. Clair Tunnel	375,000 00	375,000 00			
172	St. Lawrence & Adirondack	149,481 60	149,481 60		Quebec	70,400 00
173	*St John Valley & Riv. du Loup					
174	St. Martins	†83,612 54	†83,612 54		New Brunswick.	145,600 00
175	St. Maurice Valley (C.P.R.)	173,120 00	173,120 00			
176	Sydney & Louisburg (Dom. Coal Co.)	89,600 00	87,808 00		Nova Scotia	87,808 00
177	Temiskaming & Northern Ontario (Ontario Gov't)					
178	Temiscouata	645,950 00	645,950 00		Quebec New Brunsw'k	362,250 00 66,000 00
179	Thousand Islands	61,200 00	29,840 00		Ontario	
180	Toronto, Hamilton & Buffalo	57,600 00	57,600 00		"	

* Under construction. † Includes loan used iron rails.

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Governments and Municipalities to June 30th, 1912—*Continued.*

Governments.			By Municipalities.			
Bonus Paid Up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid Up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
315,891 89						528,000 00
250,280 00			51,000 00	36,000 00		
231,122 00			25,000 00	25,000 00		
94,500 00						
			10,000 00	10,000 00		
224,000 00						
99,768 90						
16,200 00						
40,000 00			4,000 00	4,000 00		
35,000 00			85,000 00	85,000 00		
25,667 00						
17,433 60						
250,000 00			300,000 00	290,817 46		
1,076,123 14			103,000 00	103,000 00		
2,368,816 88			12,000 00	12,000 00		450,000 00
947,199 25			50,500 00	9,000 00		
306,945 50						
207,565 00						
115,215 00						
276,645 00			25,000 00	25,000 00		
455,000 00			70,000 00	70,000 00		
70,400 00						
145,600 00						
82,000 00						
362,250 00			25,000 00	25,000 00		
66,000 00						
			10,000 00	10,000 00		
			268,000 00	265,500 00		

TABLE 5.—STATEMEMT of Aid, granted and paid to Railways

Number.	Name of Railway.	By Dominion Government.			By Provincial	
		Bonus Granted.	Bonus Paid Up.	Loan.	Name of Province.	Bonus Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
181	Vancouver, Victoria & Eastern..... (nil)	.....	.....	.....	.....	.....
182	Victoria & Sidney.....	.....	.....	.....	BritishColumbia	119,635 00
183	Victoria Terminal R'ly & Ferry Co.....(nil)	.....	.....	.....	.....	.....
184	Thessalon & Northern (Ontario).....	6,112 00	6,112 00	.....	.....	.....
185	Wellington Colliery Co. (nil)	.....	.....	.....	.....	.....
186	York & Carleton.....	32,896 00	32,896 00	.....	New Brunswick.	25,247 00
	Final totals.....	87,641,092 51	85,553,327 96	25,576,533 33		34,224,739 89

by Governments and Municipalities to June 30, 1912—*Concluded.*

Governments.			By Municipalities.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
.....	.....	.....	.....	.....	.....	.....
119,635 00	.....	.....	179,452 50	179,452 50	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
25,247 00	.....	.....	.....	.....	.....	.....
32,895,485 16	2,750,030 00	300,000 00	13,056,180 40	12,807,324 18	2,404,498 62	2,839,500 00

Table 6.—Earnings of Railways for the Year ending June 30, 1912.

Number.	1 Name of Railway.	3 Earnings. Passenger.	4 Earnings. Freight.	A Earnings. Other Earnings from Operation.	5 Earnings. Total Gross, including other Earnings from Operation. Cols. 3 + 4 + A.	6 Operating Expenses.	7 Net Earnings. 1912. Cols. 5-6.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway & Irrigation Co	96,448 88	269,172 54	18,161 05	383,782 47	213,078 14	170,704 33
2	Algoma Central and Hudson Bay	51,521 81	314,189 75	179,343 20	545,054 76	325,823 95	219,230 81
3	Atlantic, Quebec and Western	11,918 61	14,844 45	23 40	26,786 46	46,653 12	-19,866 66
4	Algoma Eastern	1,628 75	94,940 53	1,242 68	97,811 96	58,051 30	39,760 66
5	Bay of Quinté	47,988 41	185,306 61	5,538 61	238,833 63	186,794 60	52,039 03
6	Bedlington and Nelson	345 95	2,251 01	0 09	2,597 05	10,234 19	-7,637 14
7	Brandon, Saskatchewan and Hudson Bay	29,916 84	52,757 13	406 48	83,080 45	97,981 48	-14,901 03
8	British Yukon	66,370 86	210,045 75	3,509 93	279,926 54	77,833 46	202,093 08
9	Brockville, Westport and Northwestern	39,139 92	36,282 31	81 58	75,502 81	43,252 94	32,250 87
10	Canada Southern	3,085,335 86	6,533,468 86	47,834 34	9,666,639 06	5,098,555 93	4,568 083 13
11	Canadian Government Railways (Intercolonial)	3,558,498 19	7,259,766 09	185,145 79	11,003,410 07	10,752,892 84	250,517 23
12	" " " (Prince Edward Island)	187,310 56	180,499 41	10,963 58	378,773 55	456,967 23	-78,193 68
13	Canadian Northern	3,997,900 24	15,575,039 11	1,287,154 28	20,860,093 63	14,422,426 14	6,437,667 49
14	" " Ontario	258,772 26	595,436 54	27,744 61	881,953 41	851,664 52	30,288 89
15	" " Quebec	348,786 09	955,316 36	23,438 38	1,327,534 83	1,088,243 53	239,291 30
16	Canadian Pacific	35,098,796 85	79,204,412 07	1,930,603 19	116,233,812 11	75,388,984 55	40,844,827 56
17	Cape Breton	4,985 89	4,336 60	16 25	9,338 74	19,715 05	-10,376 31
18	Caraquet	21,343 65	45,291 60		66,635 25	56,178 92	10,456 33
19	Central Ontario	93,447 27	220,692 21	7,229 39	321,368 87	193,418 97	127,949 90
20	Crows Nest Southern	24,708 46	127,036 49	702 37	152,447 32	152,729 11	-281 79
21	Cumberland Railway & Coal Co	18,245 10	97,590 85	163 67	115,999 62	82,558 21	33,441 41
22	Dominion Atlantic	421,033 78	579,297 22	4,914 44	1,005,245 44	585,684 63	419,560 81
23	Eastern British Columbia	4,333 60	37,798 13	112 40	42,244 13	26,178 23	16,065 90
24	Elgin and Havelock	4,333 08	9,519 20		13,852 28	10,441 02	3,411 26
25	Essex Terminal		35,022 86	261 00	35,283 86	17,641 93	17,641 93
26	Grand Trunk	12,426,044 70	22,978,790 95	397,139 43	35,801,975 08	25,139,278 37	10,662,696 71
27	Grand Trunk (Canada Atlantic)	509,347 04	1,634,225 64	29,790 55	2,173,363 23	1,921,694 74	251,668 49
28	Halifax and Southwestern	232,270 91	242,507 54	3,252 80	478,031 25	425,286 09	52,745 16
29	Hereford	26,111 24	53,363 27	1,164 87	74,639 38	106,860 40	-32,221 02
30	Inverness Railway & Coal Co	23,627 48	175,839 64	1,237 08	200,704 20	111,291 72	89,412 48
31	Irondale, Bancroft and Ottawa	9,018 38	16,822 18	539 90	26,380 46	22,853 40	3,527 06
32	International of New Brunswick (Records destroyed by fire)						
33	Kent Northern	8,724 17	12,022 89		20,747 06	15,253 58	5,493 48

34	Kettle Valley	513 45	3,566 27	80 00	4,159 72	3,268 44	891 28
35	Kingston and Pembroke	66,546 56	163,796 06	Cr. 4,405 90	225,936 72	188,908 92	37,027 80
36	Klondike Mines	2,069 20	57,564 07	401 04	60,034 31	51,528 72	8,505 59
37	Lotbinière and Megantic	5,695 78	30,510 37	9 00	36,215 15	30,614 86	5,600 29
38	London and Port Stanley	38,640 87	79,044 94	886 15	118,571 96	152,284 08	-33,712 12
39	Maine Central (Formerly Washington County)	9,692 23	7,008 50	.....	16,700 73	13,887 84	2,812 89
40	Manitoba Great Northern	7,766 28	114,999 78	77 85	122,843 91	100,327 75	22,516 16
41	Maritime Coal, Railway & Power Co.	7,444 40	56,224 63	.....	63,669 03	37,563 32	26,105 71
42	Massawippi Valley	71,988 09	147,729 80	911 45	220,629 34	193,733 13	26,896 21
43	Moncton and Buctouche	10,785 02	18,480 57	53 93	29,319 52	23,343 29	5,976 23
44	Midland Railway Company of Manitoba	22,613 19	38,459 82	82 77	61,155 78	43,222 78	17,933 00
45	Montreal and Atlantic	222,710 96	861,734 76	25,402 81	1,109 848 53	945,602 67	164,245 86
46	Montreal and Province Line	63,660 99	62,511 34	2,147 88	128,320 21	83,393 59	44,926 62
47	Montreal and Vermont Junction	61,656 00	60,635 01	109 60	122,400 61	72,870 75	49,529 86
48	Morrissey, Fernie and Michel	7,600 50	72,108 23	.....	79,708 73	76,586 28	3,122 45
49	Napierville Junction	5,637 40	64,637 69	375 95	70,651 04	42,996 97	27,654 07
50	Nelson and Fort Sheppard	32,311 75	44,934 28	2,923 67	80,169 70	247,071 21	-166,901 51
51	New Brunswick Coal and Railway Co.	11,775 57	32,757 71	3,748 39	48,281 67	77,373 21	-29,091 54
52	New Brunswick and Prince Edward Island	12,993 13	24,677 28	115 97	37,726 38	32,900 13	4,826 25
53	New Westminster Southern	14,058 07	38,748 56	6,210 64	59,017 27	31,072 81	27,944 46
54	North Shore	196 65	1,723 77	.....	1,920 42	1,744 15	176 27
55	Ottawa and New York	82,848.56	102,728 26	3,739 72	189.316 54	166,595 76	22,720 78
56	Pere Marquette	170,453 64	2,199,364 73	8,521 26	2,378,339 63	1,583,035 48	795,304 15
57	Phillipsburg Railway and Quarry Co.	.....	6,651 38	.....	6,651 38	5,615 00	1,036 38
58	Quebec Central	418,238 86	921,302 19	11,498 06	1,351,039 11	943,976 36	407,062 75
59	Quebec and Lake St. John	280,400 59	505,494 31	12,160 41	798,055 31	695,873 98	102,181 33
60	Quebec, Montreal and Southern	149,464 27	252,046 85	507 04	402,012 16	406,427 47	-4,415 31
61	Quebec Oriental	40,798 76	56,112 34	37 67	90,948 77	85,869 83	5,078 94
62	Quebec Railway, Light and Power Co.	11,843 82	62,415 94	623 50	74,883 26	56,626 66	18,256 60
63	Red Mountain	3,606 34	15,776 50	251 79	19,634 63	32,779,21	-13,144 58
64	Rutland and Noyan	8,807 88	5,055 77	.....	13,863 65	11,494 48	2,369 17
65	Salisbury and Albert	9,319 52	13,104 13	752 98	23,176 63	25,564 57	-2,387 94
66	Schomberg and Aurora	6,035 00	6,932 66	22 12	12,989 78	15,705 14	-2,715 36
67	Stanstead, Shefford and Chambly	41,068 32	56,115 49	2,615 10	99,798 91	83,779 71	16,019 20
68	St. Clair Tunnel	.....	296,936 00	.....	296,936 00	84,559 62	212,376 38
69	St. Lawrence and Adirondack	236,845 97	354,356 21	2,570 82	593,773 00	402,785 32	190,987 68
70	St. Martins	6,188 49	12,406 75	410 79	19,006 03	13,992 79	5,083 24
71	Sydney and Louisburg	41,631 24	700,143 98	17,252 78	759,028 00	516,934 83	242,093 17
72	Temiscouata	61,346 89	149,165 08	3,536 49	214,048 46	162,668 40	51,380 06
73	Temiskaming and Northern Ontario	760,190 14	1,085,330 18	89,901 12	1,935,421 44	1,387,637 44	547,784 00
74	Thousand Islands	13,336 57	24,050 84	2,567 76	39,955 17	33,684 71	6,270 46
75	Toronto, Hamilton and Buffalo	369,164 53	1,088,243 83	9,904 01	1,467,312 37	809,534 07	657,778 30
76	Vancouver, Victoria and Eastern	272,141 84	561,699 11	15,235 07	849,076 02	616,006 52	233,069 50
77	Victoria Terminal Railway and Ferry Co.	2,465 06	2.267 36	504 09	5,236 51	3,072 69	2,163 82
78	Victoria and Sidney, B.C.	28,359 24	30,709 40	644 99	59,713 63	50,927 50	8,786 13
79	Wabash (in Canada)	648,497 26	1,628,767 68	4,321 89	2,281,586 83	1,964,689 94	316,896 89
80	Wellington Colliery Co.	4,605 75	90,543 07	.....	95,148 82	106,529 93	-11,381 11
81	York and Carleton	1,983 20	3,686 86	.....	5,670 06	3,445 27	2,224 79
	Final total	65,048,186 66	149,961,140 13	4,394,426 00	219,403,752 79	150,726,539 87	68,677,212 92

Number.	Name of Railway.	Revenue from Transportation.							
		Passenger Revenue.	Revenue per Passenger per mile.	Mail.	Express.	Excess Baggage, Parlour and Chair Car Revenue and other items	Total Passenger Service Train Revenue.	Passenger Earnings per Train Mile.	Proportion to Total Earnings. 100 × Col. 6. / Col. 16.
		$ cts.	Cents.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	p. c.
1	Alberta Ry., and Irrigation Co	84,482 33	2·805	801 04	10,229 10	936 41	96,448 88	1·16792	25·13
2	Algoma Central and Hudson Bay	51,513 61	3·698			8 20	51,521 81	·62277	9·45
3	Atlantic, Quebec and Western	11,586 78	3·088		325 28	6 55	11,918 61	·32904	44·49
4	Algoma Eastern	1,628 75	3·913				1,628 75	·08491	1 66
5	Bay of Quinté	38,127 36	2·390	6,455 46	3,405 59		47,988 41	·28756	20·09
6	Bedlington and Nelson	329 24	3·995			16 71	345 95	·16761	13·32
7	Brandon, Saskatchewan and Hudson Bay	25,147 54	2·704	2,366 17	2,101 30	301 83	29,916 84	·68822	36·01
8	British Yukon	59,205 12	10·002	4,500 00	1 912 41	753 33	66,370 86	1·59614	23·70
9	Brockville, Westport and Northwestern	33,716 11	1·507	3,362 80	1,397 41	663 60	39,139 92	·67833	51·83
10	Canada Southern	2,470,432 49	2·333	135,622 97	418,138 02	61,142 38	3,085,335 86	1·59396	31·91
11	Canadian Govt. Rys. (Intercolonial)	2,943,536 25	1·686	201,955 53	242,095 65	170,910 76	3,558,498 19	1·13751	32·33
12	" " (P. E. Island	156,018 29	1·681	24,166 30	2,508 23	4,617 69	187,310 56	·53232	49·45
13	Canadian Northern	3,349,317 00	2·114	112,177 65	466,157 11	70,248 50	3,997,900 24	1·20634	19·17
14	" " Ontario	226,439 60	2·004	633 41	21,907 97	9,791 28	258·772 26	·54455	29·34
15	" " Quebec	313,733 88	1·583	4,954 82	20,341 47	9,749 92	348,780 09	·82677	26·27
16	Canadian Pacific	31,282,157 69	1·943	847,351 74	2,451,634 93	517,652 49	35,098,796 85	1·64637	30·19
17	Cape Breton	4,696 85	2·849		231 14	57 90	4,985 89	·25295	53·38
18	Caraquet	18,045 73	2·753	3,115 90		182 02	21,343 65	·45387	32·03
19	Central Ontario	79,795 57	2·090	6,637 06	7,014 64		93,447 27	·53519	29·07
20	Crow's Nest Southern	21,250 89	3·831	1,298 08	1,882 98	276 51	24,708 46	·53991	16·20
21	Cumberland Ry. and Coal Co	14,210 08	2·471	914 08	2,412 95	707 99	18,245 10	·67253	15·72
22	Dominion Atlantic	377,178 36	2·017	13,444 28	17,207 52	13,203 62	421,033 78	·85422	41·88
23	Eastern British Columbia	4,108 60	5·640	225 00			4,333 60	·56251	10·25
24	Elgin and Havelock	3,529 21	2·380	676 08	127 79		4,333 08	·22108	31·28
25	Essex Terminal								
26	Grand Trunk	10,414,767 62	1 815	368,057 68	1,313,050 63	330,168 77	12,426,044 70	1·43629	34 77
27	Grand Trunk (Canada Atlantic)	437,790 85	2·123	23,640 21	30,031 63	17,884 35	509,347 04	·68494	23·43
28	Halifax and South Western	198,876 37	2·765	6,685 86	21,212 71	5,495 97	232,270 91	·70876	48·58
29	Hereford	16,520 76	2·246	2,684 72	692 50	213 26	20,111 24	·30094	26·94
30	Inverness Ry., and Coal Co	22,317 75	2·629		491 59	818 14	23,627 48	·55058	11·77
31	Irondale, Bancroft and Ottawa	7,196 35	2 540	1,014 12	680 21	127 70	9,018 38	·26259	34·18
32	International of N. B., (Records destroyed by fire)								
33	Kent Northern	7,341 87	3·162	1,382 30			8,724 17	·51616	42 05

34	Kettle Valley	513 45	3·413				513 45	·29173	12·33
35	Kingston and Pembroke	55,253 17	2·157	7,188 11	3,548 78	556 50	66,546 56	·51443	29·45
36	Klondike Mines	1,667 50	15·540	401 70			2,069 20	1·26324	3·44
37	Lotbiniere and Megantic	4,187 20	2·671	1,508 58			5,695 78	·30329	15·72
38	London and Port Stanley	31,939 73	1·134	1,622 04	4,619 78	459 32	38,640 87	·48311	32·58
39	Maine Central (Formerly Washington County)	8,896 77	1·793	194 47	549 24	51 75	9,692 23	·72830	58·03
40	Manitoba Great Northern	6,736 10	2·757	496 06	439 61	94 51	7,766 28	·23746	6·32
41	Maritime Coal Ry. and Power Co	6,431 65	3·233	300 48	572 63	139 64	7,444 40	·70791	11·69
42	Massawippi Valley	67,184 18	3·394	3,211 45	999 96	592 50	71,988 09	·72510	32·62
43	Moncton and Buctouche	9,673 86	2 089	801 28	45 91	263 97	10,785 02	·49211	36·78
44	Midland Ry. Co., of Manitoba	19,278 14	2·486	644 16	2,191 48	499 41	22,613 19	1·32986	36·97
45	Montreal and Atlantic	194,631 91	2·343	10,814 12	13,798 50	3,466 43	222,710 96	·74404	20·06
46	Montreal and Province Line	56,475 80	1·841	2,419 56	4,068 80	696 83	63,660 99	·88500	49·61
47	Montreal and Vermont Junction	53,229 21	2·350	2,530 50	5,126 29	770 00	61,656 00	·96936	50·37
48	Morrissey, Fernie and Michel	7,600 50	1·473				7,600 50	·30811	9·53
49	Napierville Junction	4,853 29	2·575		759 42	24 69	5,637 40	·33353	7·97
50	Nelson and Fort Sheppard	25,772 75	3·580	1,502 40	3,912 78	1,123 82	32,311 75	·86027	40·30
51	New Brunswick Coal and Ry., Co	10,127 00	2·602	1,285 30	363 27		11,775 57	·20990	24·39
52	New Brunswick and P. E. Island	10,423 97	1·858	2,212 44	296 72		12,933 13	·40040	34·28
53	New Westminster Southern	10,416 61	3·501	3,097 50	417 18	126 78	14,058 07	·64960	25·51
54	North Shore	196 65	2·892				196 65	·04056	10·26
55	Ottawa and New York	73,640 00	2·072	4,250 22	3,692 63	1,265 71	82,848 56	1·07248	43·76
56	Pere Marquette	131,280 30	2·097	8,241 14	28,082 06	2,850 14	170,453 64	·61133	7·16
57	Phillipsburg Ry., and Quarry Co								
58	Quebec Central	368,179 02	2·107	19,523 08	16,526 32	14,010 44	418,238 86	·88134	30·95
59	Quebec and Lake St. John	242,016 26	2·021	13,559 04	15,854 27	8,971 02	280,400 59	1·20227	35·13
60	Quebec, Montreal and Southern	134,598 33	2·574	4,945 87	8,175 02	1,745 05	149,464 27	·70324	37·17
61	Quebec Oriental	35,759 64	2·645	3,390 40	1,570 08	78 64	40,798 76	·71115	44·85
62	Quebec Ry., Light and Power Co	11,843 82	1·472				11,843 82	1·56934	15·81
63	Red Mountain	2,695 98	3·513	290 80	481 80	137 76	3,606 34	·54592	18·36
64	Rutland and Noyan	8,448 84	2·000	87 64	271 40		8,807 88	1·61879	63·53
65	Salisbury and Albert	6,620 79	2·815	2,260 80	283 40	154 53	9,319 52	·39556	40·21
66	Schomberg and Aurora	6,035 00	3·001				6,035 00	·26814	46·46
67	Stanstead, Shefford and Chambly	34,933 00	2·515	1,744 39	6,620 59	770 34	41,068 32	·66944	41·15
68	St. Clair Tunnel								
69	St. Lawrence and Adirondack	214,091 06	1·600	4,091 84	6,895 32	11,767 75	236,845 97	1·26933	39·88
70	St. Martins	5,156 49	2·439	976 45	55 55		6,188 49	·35202	32·56
71	Sydney and Louisburg	38,737 24	2·289	1,036 82	965 78	891 40	41,631 24	1·11013	5·48
72	Temiscouata	53,061 98	2·494	5,659 04	1,500 01	1,125 86	61,346 89	·42649	28·66
73	Temiskaming and Northern Ontario	679,150 04	2·526	18,869 90	52,872 02	9,298 18	760,190 14	1·66955	39·27
74	Thousand Islands	8,950 69	3·150	732 00	3,653 88		13,336 57	·44091	33·38
75	Toronto, Hamilton and Buffalo	341,156 56	1·960	3,496 58	21,578 01	2,936 38	369,164 53	1·25781	25·16
76	Vancouver, Victoria and Eastern	232,264 53	2·897	4,996 11	26,284 02	8,597 18	272,141 84	1·19355	32·05
77	Victoria Terminal Ry., and Ferry Co	2,437 96	2·797	27 10			2,465 06	1·82597	45·16
78	Victoria and Sidney, B. C	27,930 54	2·789	428 70			28,359 24	1·30148	47·49
79	Wabash (in Canada)	621,238 84	1·770	1,379 08	19,867 16	6,012 18	648,497 26	·87923	28·42
80	Wellington Colliery Co	4,245 75	5·176	369 00			4,605 75	·14762	4·84
81	York and Carleton	1,705 60	2 803	20 00	257 60		1,983 20	·23133	34·97
	Total	56,543,663 60		1,914,720 39	5,294,388 08	1,295,414 59	65,048,186 66		29 65

Number.	Name of Railway.	Revenue from Transportation.						Revenue from Operations other than Transportation.		Summary of Revenues.	
		Freight Revenue.	Revenue per Ton per Mile.	Switching Revenue, Special Serv. Train Rev. and Miscellaneous.	Freight Earnings per Train Mile.	Proportion to Total Earnings. 100 Col. 9 ÷ Col. 16.	Total Revenue from Transportation.	Station and Train Privileges, Storage and Car Service.	Telegraph, Rents and other Sources.	Total Operating Revenues. Cols. 13 + 14 + 15.	Total Earnings per Train Mile.
		$ cts.	Cents.	$ cts.	$	p.c.	$ cts.	$ cts.	$ cts.	$ cts.	$
1	Alberta Ry. and Irrigation Co.	269,172 54	2·347		4·52459	70 13	365,621 42	1,543 09	16,617 96	383,782 47	3·08698
2	Algoma Central and Hudson Bay	208,908 77	1·431	105,280 98	4·14176	57·64	365,711 56	121,848 75	57,494 45	545,054 76	4·14748
3	Atlantic, Quebec and Western	14,844 45	2·807		·37212	55·41	26,763 06	23 40		26,786 46	·67147
4	Algoma Eastern	93,747 63	1·993	1,192 90	4·94971	97·16	96,569 28	92 45	1,150 23	97,811 96	5·09941
5	Bay of Quinté	184,819 61	1·851	487 00	·93736	76·45	233,295 02	2,379 12	3,159 49	238,833 63	1·20812
6	Bedlington and Nelson	2,247 39	7·363	3 62	1·07283	86·67	2,596 96	0 09		2,597 05	1·22042
7	Brandon, Saskatchewan & Hud. B.	50,201 18	1·323	2,555 95	2·33191	63·50	82,673 97	406 48		83,080 45	1·25439
8	British Yukon	210,045 75	10·306		4·96177	75·03	276,416 61	664 58	2,845 35	279,926 54	6·31532
9	Brockville, Westport & N. Western	36,282 31	3·593		1·22907	48·05	75,422 23	47 58	34 00	75,503 81	1·26769
10	Canada Southern	6,488,853 07	·613	41,615 79	3·58437	67·58	9,618,804 72	20,119 58	27,714·76	9,666,639 06	2·66494
11	Canadian Govt. Rys—Intercolonial	7,165,722 70	·565	94,043 39	1·46972	65·97	10,818,264 28	46,365 97	138,779 82	11,003,410 07	1·43229
12	" " P.E. Island	180,499 41	3·757		·86892	47·65	367,809 97	889 20	10,074 38	378,773 55	1·04779
13	Canadian Northern	15,337,533 95	·757	237,505 16	2·37600	74 66	19,572,939 35	55,669 87	1,231,484 42	20,860,093 63	2·25864
14	" " Ontario	586,163 58	·963	9,272 96	1·56482	67·51	854,208 80	4,614 97	23,129 64	881,953 41	1·23708
15	" " Quebec	872,026 49	1·199	83,289 87	1·95104	71·96	1,304,096 45	18,044 38	5,394 00	1,327,534 83	1·89267
16	Canadian Pacific	78,588,172 52	·772	616,239 55	2·89421	68·14	114,303,208 92	555,248 22	1,375,354 97	116,233,812 11	2·47199
17	Cape Breton	4,336 60	4·710		·16250	46·41	9,322 49	16 25		9,338 74	·47328
18	Caraquet	43,742 60	2·992	1,549 00	·96205	67·97	66,635 25			66,635 25	1·41542
19	Central Ontario	220,692 21	2·325		2·35702	68·67	314,139 48		7,229 39	321,368 87	1·44004
20	Crow's Nest Southern	126,852 49	1·572	184 00	3·12029	83·58	151,744 95	221 50	480 87	152,447 32	1·76605
21	Cumberland Ry. and Coal Co.	97,590 85	1·550		2·09796	84·13	115,835 95	1 07	162 60	115,999 62	2·46629
22	Dominion Atlantic	578,842 22	2 552	455 00	1·91954	57·62	1,000,331 00	1,882 00	3,032 44	1,005,215 44	1·64376
23	Eastern British Columbia	37,788 13	2 517	10 00	4·90630	89·47	42,131 73	36 40	76 00	42,244 13	5·48340
24	Elgin and Havelock	9,519 20	2·406		·48567	68·72	13,852 28			13,852 28	·70675
25	Essex Terminal	34,822 86	2·886	200 00	1·81466	99·26	35,022 86	261 00		35,283 86	1·82818
26	Grand Trunk	22,562,596 45	·687	416,194 50	2·13130	64·18	35,404,835 65	177,130 95	220,009 38	35,801,975 08	1 89079
27	Grand Trunk (Canada Atlantic)	1,520,313 78	·782	113,911 86	1·96679	75·19	2,143,572 68	8,358 85	21,431 70	2,173,363 23	1·50670
28	Halifax and Southwestern	236,838 94	1·979	5,668 60	·87845	50·73	474,778 45	1,247 17	2,005 63	478,031 25	1·29549
29	Hereford	53.360 27	1·827	3 00	1·12608	71·41	73,474 51	246 34	918 53	74,639 38	·95640
30	Inverness Ry. and Coal Co	175,759 64	1·018	89 00	1·56950	87·61	199,467 12	233 94	1,003 14	200,704 20	1·79144
31	Irondale, Bancroft and Ottawa	16,592 18	2·643	230 00	·48952	63·76	25,840 56		539 90	26,380 46	·76812
32	International of N.B. (Records destroyed by fire.)										
33	Kent Northern	12,022 89	4·578		·71133	57·95	20,747 06			20,747 06	1·22749

34	Kettle Valley	2,832 88	7·248	733 39	2·02629	85·72	4,079 72	80 00		4,159 72	2·36347
35	Kingston and Pembroke	146,394 42	2·210	17,401 64	1·52880	72·49	230,312 62	Dr. 7,396 85	2,990 95	225,936 72	1·63092
36	Klondike Mines	57,564 07	23·427		7·45938	95·88	59,633 27		401 04	60,034 31	7·77948
37	Lotbinière and Megantic	30,510 37	3·822		1·62462	84·24	36,206 15		9 00	36,215 15	1·83768
38	London and Port Stanley	72,625 48	·886	6,419 46	1·40140	66·66	117,685 81	296 57	589 58	118,571 96	·97550
39	Maine Central (form. Washing. Co.)	7,008 50	·707		·60314	41·97	16,700 73			16,700 73	1·05734
40	Manitoba Great Northern	114,874 36	·959	125 42	2·69541	93·61	122,766 06	77 35		122,843 91	2·38028
41	Maritime Coal Ry. and Power Co.	56,224 63	2·777		2·53492	88 31	63,669 03			63,669 03	2·87056
42	Massawippi Valley	146,419 26	·854	1,310 54	1·53942	66·95	219,71 789	382 53	528 92	220,629 34	1·13002
43	Moncton and Buctouche	18,480 57	3·673		·84324	63·02	29,265 59		53 93	29,319 52	1·33781
44	Midland Ry. Co. of Manitoba	38,354 55	2·476	105 27	4·08495	62·88	61,073 01	82 77		61,155 78	2·31484
45	Montreal and Atlantic	853,745 21	1·156	7,989 55	1·73302	77·64	1,084,445 72	6,427 05	18,975 76	1,109,848 53	1·66863
46	Montreal and Province Line	62,361 45	2·521	149 89	1·33857	48·71	126,172 33	578 14	1,569 74	128,320 21	1·26260
47	Montreal and Vermont Junction	60,390 39	·614	244 62	1·22678	49·53	122,291 01	105 60	4 00	122,400 61	1·08180
48	Morrissey, Fernie and Michel	64,330 60	2·767	7,777 63	2·92314	90·47	79,708 73			79,708 73	3·23126
49	Napierville Junction	64,637 69	·853		2·41718	91·48	70,275 09	375 95		70,651 04	2·64205
50	Nelson and Fort Sheppard	44,483 08	3·940	451 20	2·36620	56·04	77,246 03	237 10	2,686 57	80,169 70	1·41183
51	New Brunswick Coal and Ry. Co.	32,757 71	1·367		·58389	67·84	44,533 28		3,748 39	48,281 67	·86060
52	New Brunswick and P.E. Island	24,677 28	3·394		·47493	65·41	37,610 41		115 97	37,726 38	·63727
53	New Westminster Southern	38,718 56	5·575	30 00	1·78919	65·66	52,806 63	121 14	6,089 50	59,017 27	2·72047
54	North Shore	1,723 77	5·004		·35556	89·74	1,920 42			1,920 42	·39612
55	Ottawa and New York	102,616 84	1·119	111 42	1·76886	54·26	185,576 82	1,079 51	2,660 21	189,316 54	1·39817
56	Père Marquette	2,171,327 59	·569	28,037 14	2·47610	92·47	2,369,818 37	2,778 64	5,742 62	2,378,339 63	2·04945
57	Phillipsburg Ry. and Quarry Co.	6,651 38				100·00	6,651 38			6,651 38	
58	Quebec Central	921,302 19	1·294		2 99271	68·19	1,339,541 05	2,940 56	8,557 50	1,351,039 11	1·83059
59	Quebec and Lake St. John	503,325 74	1·411	2,168 57	1·75598	63·34	785,894 90	4,582 66	7,577 75	798,055 31	1 65076
60	Quebec, Montreal and Southern	251,025 88	1·247	1,014 97	1·63904	62·69	401,505 12	451 66	55 38	402,012 16	1·43430
61	Quebec Oriental	50,112 34	1·946		·65053	55·09	90,911 10	37 67		90,948 77	·96523
62	Quebec Ry., Light and Power Co.	59,823 74	3·011	2,592 20	2·72214	83·35	74,259 76	490 21	133 29	74,883 26	2·45712
63	Red Mountain	13,359 00	5,634	2,417 50	1·14025	80·35	19,382 84	58 31	193 48	19,634 63	1·41725
64	Rutland and Noyan	5,055 77	1·503		2·07800	36·47	13,863 65			13,863 65	1·76168
65	Salisbury and Albert	13,104 13	5·779		·55626	56·53	22,423 65		752 98	23,176 63	·98373
66	Schomberg and Aurora	6,932 66	6·099		·30802	53·37	12,967 66		22 12	12,989 78	.57714
67	Stanstead, Shefford and Chambly	55,640 31	2·548	475 18	1·27359	56·22	97,183 81	2,534 33	80 77	99,798 91	1·12884
68	St. Clair Tunnel	296,936 00				100·00	296,936 00			296,936 00	
69	St. Lawrence and Adirondack	353,432 42	1·149	923 79	2·86323	59·68	591,202 18	2,473 56	97 26	593,773 00	1·90922
70	St. Martins	12,406 75	5·313		·70573	65·27	18,595 24	56 75	354 04	19,006 03	1·08111
71	Sydney and Louisburg	673,790 17	1·101	26,353 81	2·82625	92·24	741,775 22	4,572 14	12,680 64	759,028 00	2·82597
72	Temiscouata	148,703 52	2·352	461 56	1·95089	69·68	210,511 97	1,591 22	1,945 27	214,048 46	1·42498
73	Temiskaming and Northern Ontario	1,072,095 10	1·443	13,235 08	2·50060	56·08	1,845,520 32	17,783 80	72,117 32	1,935,421 44	2·20290
74	Thousand Islands	24,050 84	10·623		·74103	60·19	37,387 41		2,567 76	39,955 17	1·23106
75	Toronto, Hamilton and Buffalo	1,025,662 29	1·127	62,581 54	6·01405	74·17	1,457,408 36	8,324 29	1,579 72	1,467,312 37	3·07227
76	Vancouver, Victoria and Eastern	553,303 25	2·011	8,395 86	3·32498	66·15	833,840 95	12,613 94	2,621 13	849,076 02	2·76000
77	Victoria Terminal Ry. & Ferry Co.	2,264 36	6·940	3 00	2·31363	43·29	4,732 42	504 09		5,236 51	2·64604
78	Victoria and Sidney, B.C	30,544 40	6·589	165 00	1·93701	51·43	59,068 64	644 99		59,713 63	1·86669
79	Wabash (in Canada)	1,623,174 51	·532	5,593 17	1·90899	71·38	2,277,264 94	4,208 89	113 00	2,281,586 83	1·44375
80	Wellington Colliery Co.	90,543 07	1·668		2·90202	95·16	95,148 82			95,148 82	3·04964
81	York and Carleton	3,686 86	2·582		·43005	65·03	5,670 06			5,670 06	·66168
	Final Total	148,030,898 60		1,930,241 53		68·35	215,009,326 79	1,086,687 37	3,307,738 63	219,403,752 79	

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1912.

Number.	Name of Railway.	Maintenance of Way and Structures.								
		Superintendence.	Ballast.	Ties.	Rails.	Other Track Material.	Roadway and Track.	Removal of Snow, Sand and Ice.	Tunnels.	Bridges, Trestles and Culverts.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co	2,025 00		13,893 30	1,234 95		34,624 77			2,537 51
2	Algoma Central and Hudson Bay	5,264 98	300 00	6,895 23	3,029 41	2,072 87	51,587 67	5,612 14		29,044 93
3	Atlantic, Quebec and Western					30 43	13,709 86	3,022 58	375 90	231 05
4	Algoma Eastern	2,445 22	9 10	955 28	Cr. 187 79	175 84	7,996 81	969 66		1,208 93
5	Bay of Quinté	1,959 96	152 00	4,542 63	Cr. 47 98	382 75	18,505 84	3,165 04		44 66
6	Bedlington and Nelson	1,380 90	72 15	967 83	Cr. 42 05	Cr. 33 31	4,297 04	86 67		1,152 24
7	Brandon, Saskatchewan and Hudson Bay	3,876 80	8 35	190 01	13 32	373 32	19,419 92	3,618 78		881 85
8	British Yukon	19 24	Cr. 22 91	761 59	10 77	769 07	12,532 33	7,417 70		869 83
9	Brockville, Westport and Northwestern	600 00		2,866 45		450 65	4,460 59	1,253 33		835 75
10	Canada Southern	39,512 95	4,756 03	191,528 99	49,928 63	45,329 62	269,930 89	24,346 35		65,333 37
11	Canadian Government Rys. (Intercolonial)	53,945 22	60,658 90	150,559 61	150,008 53	105,617 88	694,997 10	150,590 45		48,230 45
12	" " (P. E. Island)	3,297 27	6,402 02	13,468 71	406 34	3,209 93	59,799 07	9,085 03		778 21
13	Canadian Northern	70,424 29		651,699 27	24,000 00	94,214 88	1,217,988 56	78,734 71		146,004 78
14	" " Ontario	7,979 09	1,292 97	20,552 54	2,058 62	14,666 76	126,434 33	13,427 82		8,396 88
15	" " Quebec	7,828 55	2,897 59	29,456 96	11,618 93	9,211 34	94,095 16	30,925 93		11,712 72
16	Canadian Pacific	597,854 08	135,097 00	1,576,099 44	680,973 16	541,470 43	8,392,429 95	748,597 28	12,545 31	1,302,767 06
17	Cape Breton	399 00		2,523 72			3,227 18	917 85		39 60
18	Caraquet	500 00	200 00	2,439 48		1,210 00	10,506 08			356 42
19	Central Ontario	2,600 00	2,991 90	8,100 00	1,226 26	715 45	24,665 40	4,054 90		2,038 66
20	Crow's Nest Southern	5,158 28	2,192 61	9,303 63	449 79	1,314 35	40,778 08	2,923 23		2,944 83
21	Cumberland Railway and Coal Co	916 90	7 75	5,176 43		770 67	10,973 05	1,168 51		409 78
22	Dominion Atlantic	4,804 67	2,634 39	16,513 71	19,560 00	2,673 12	55,304 29	5,653 31		8,422 91
23	Eastern British Columbia	22 35				37 20	3,885 18	1,282 96		
24	Elgin and Havelock			582 06	112 60	44 33	2,735 05	68 48		471 43
25	Essex Terminal	400 00		100 00		100 00	2,571 40	100 00		
26	Grand Trunk	124.400 23	Cr. 1,144 84	627,427 44	362,632 81	241,463 93	1,396,466 70	186,683 44		358,625 52
27	" (Canada Atlantic)	13,315 02	1,950 78	72,838 36	21,765 58	24,921 64	163,002 15	28,829 17		20,049 64
28	Halifax and South Western	4,335 61	2,501 35	35,694 71	38 71	4,041 28	70,018 04	915 34		3,937 30
29	Hereford	1,698 03	1,636 65	5,346 13	Cr. 106 37	1,029 06	16,539 21	2,458 27		7,542 92
30	Inverness Railway and Coal Co	1,327 48		4,023 75	1,985 60	1,983 60	14,717 93	2,141 48		1,060 09
31	Irondale, Bancroft and Ottawa			189 75		89 44	7,029 68	735 24		167 19
32	International of New Brunswick (Records	destroyed by	fire)							
33	Kent Northern	500 00		2,423 89			2,786 56	15 00		

34	Kettle Valley	65 00					991 77				
35	Kingston and Pembroke	4,116 60		11,155 05		1,470 78	30,898 04	3,747 85			3,085 82
36	Klondike Mines			1,500 25			11,763 18	264 55			2,308 91
37	Lotbinière and Megantic			5,557 19	151 73	71 26	5,064 51	286 85			617 32
38	London and Port Stanley	1,131 92	55 11	7,635 70	471 24	2,738 80	9,676 65	3,845 78			1,276 85
39	Maine Central (formerly Washington County)	42 41		502 74		6 75	1,119 30	29 45			1,097 64
40	Manitoba Great Northern	4,571 13		1,100 27	Cr. 319 55	317 42	22,387 12	851 33			1,297 44
41	Maritime Coal Railway and Power Co	369 45		938 33	21 14		8,993 74	97 53			167 50
42	Massawippi Valley	1,101 52		5,455 63	4,547 27	3,616 60	17,432 86	1,484 68			330 94
43	Moncton and Buctouche	5,015 55		642 53		284 42					1,449 32
44	Midland Railway Co. of Manitoba	353 57									
45	Montreal and Atlantic	11,079 46	588 05	20,852 55	14,340 17	11,155 90	106,769 08	12,811 81			63,388 60
46	Montreal and Province Line	898 48	6 75	5,203 17	1,140 38	1,768 37	14,154 31	3,288 51			2,585 96
47	Montreal and Vermont Junction	943 88		2,386 79	289 10	1,240 42	6,425 46	1,199 88			946 52
48	Morrissey, Fernie and Michel			2,406 11	1,484 87		3,749 67	1,735 56			
49	Napierville Junction	1,084 41		91 29		115 03	2,994 30	1,000 88			
50	Nelson and Fort Sheppard	4,347 48		5,632 03	3 10	126 31	25,654 53	2,690 31			12,208 19
51	New Brunswick Coal and Railway Co			4,629 29		132 50	15,708 58				5,494 82
52	New Brunswick and P. E. Island			2,680 15			5,044 19				637 02
53	New Westminster Southern	1,749 41		1,046 86	5 58	67 86	7,645 55	51 51			1,048 31
54	North Shore						87 24	90 26			
55	Ottawa and New York	1,425 64	5,537 53	6,654 04	375 04	941 83	14,905 07	2,042 53			3,224 51
56	Pere Marquette	10,321 99	1,921 31	21,066 99	2,783 36	7,566 03	52,059 40	8,164 51			4,261 27
57	Phillipsburg Railway and Quarry Co										
58	Quebec Central	8,793 90	22,693 30	18,600 00	24,000 00	4,428 69	85,111 60	2,906 55			6,452 17
59	Quebec and Lake St. John	5,466 57	1,682 14	18,133 55	2,158 51	6,226 04	56,762 68	17,706 25			1,662 25
60	Quebec, Montreal and Southern	7,634 70	5,482 44	25,414 05	4,688 40	4,774 66	37,496 34	8,424 76			31,939 17
61	Quebec Oriental	1,058 35		489 30		186 13	15,991 52	3,204 06			2,622 75
62	Quebec Railway, Light and Power Co	299 97	23 27	1,391 92		233 43	3,114 69	1,761 87			142 98
63	Red Mountain	1,126 43		1,795 40	4 00	1 64	4,807 45	1,456 25			3,130 36
64	Rutland and Noyan	216 35	7 60	651 35	23 12	182 99	1,439 78	93 14			194 88
65	Salisbury and Albert	537 25		1,616 75			4,862 15	60 55			2,880 95
66	Schomberg and Aurora						3,903 85	1,589 16			652 89
67	Stanstead, Shefford and Chambly	718 44	48 65	2,601 67	Cr. 47 23	950 59	9,139 92	2,587 67			2,372 69
68	St. Clair Tunnel	198 38					9,687 77				
69	St. Lawrence and Adirondack	3,288 17	73 10	2,010 57	860 10	3,114 60	19,386 34	3,235 03			2,791 95
70	St. Martins			1,148 76		279 31					659 15
71	Sydney and Louisburg	2,915 14	13 86	16,770 70	14,931 85	5,846 68	35,208 57	5,732 15			2,459 34
72	Temiscouata	1,955 00		10,389 53	724 22	937 24	28,685 35	1,353 51			4,770 51
73	Temiskaming and Northern Ontario	22,345 65	16,807 91	30,785 50	3,229 05	5,634 58	194,012 67	23,323 67			20,389 34
74	Thousand Islands	103 85	372 50	1,635 25		471 96	2,429 09	253 45			842 21
75	Toronto, Hamilton and Buffalo	9,381 52	3,052 50	9,703 27	7,808 57	21,931 74	86,224 04	7,947 63	615 27		6 819 39
76	Vancouver, Victoria and Eastern	17,262 36	25 25	15,549 99	1,306 65	1,488 81	101,172 94	4,101 49	120 20		40,330 04
77	Victoria Terminal Railway and Ferry Co	23 94		38 36		14 15	391 99				222 92
78	Victoria and Sidney, British Columbia	421 44		1,290 78		223 22	9,428 66				2,355 68
79	Wabash (in Canada)	691 13		20 96		6 90	98 63				2 66
80	Wellington Colliery Co			4,526 00	5,284 00	2,582 23	16,169 12				
81	York and Carleton						1,066 77				
	Final total	1,091,847 56	282,985 06	3,728,821 52	1,420,874 49	1,192,472 45	13,938,132 11	1,448,192 02	13,656 68	2,265,127 73	

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1912—*Continued.*

Number.	—	11	12	13	15	16	18	19	20	24
	Name of Railway.	MAINTENANCE OF WAY AND STRUCTURES.								
		Over and under Grade Crossings.	Grade Crossings, Fences, Cattle Guards and Signs.	Snow and Sand Fences and Snow Sheds.	Signals and Interlocking Plants.	Telegraph and Telephone Lines.	Buildings, Fixtures and Grounds.	Docks and Wharves.	Roadway Tools and Supplies.	Injuries to Persons.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co		3,257 23			874 52	3,593 30			12 00
2	Algoma Central and Hudson Bay		341 93			3,800 58	5,473 09	911 87	1,985 29	
3	Atlantic, Quebec and Western	246 58	258 94	194 25		207 07	66 50		43 84	
4	Algoma Eastern		33 74			1,143 57	151 92		550 40	2 00
5	Bay of Quinté		766 00		133 65	49 20	2,097 84	346 85	174 76	
6	Bedlington and Nelson	Cr. 0 16	5 89			6 98	91 54		125 28	53 56
7	Brandon, Saskatchewan and Hudson Bay	4 05	275 37	111 33	250 80	273 37	1,610 46		416 44	30 00
8	British Yukon		1 35	384 63		439 64	2,045 91	109 38	295 00	1 28
9	Brockville, Westport and Northwestern		2,110 87				1,184 10		64 17	
10	Canada Southern	3,546 68	32,378 76		44,134 35	10,823 57	53,842 47	2,278 24	8,617 53	1,033 65
11	Canadian Government Rys. (Intercolonial)	1,795 60	50,027 77	14,305 78	5,939 54	1,653 13	260,355 11	27,261 10	21,516 07	313 62
12	" " (P.E. Island)		7,282 23	879 10	34 38	572 64	8,299 55	1,673 81	2,125 46	
13	Canadian Northern	32 76	29,381 22	2,764 14	9,739 22	46,074 23	189,363 63	1,844 33	28,054 15	14,175 11
14	" " Ontario	10 90	1,830 55	76 18	1,131 79	4,264 22	6,147 33	87 03	2,635 19	404 50
15	" " Quebec	31 25	12,087 01	498 37	2,461 28	Cr. 267 94	10,881 72		3,340 20	200 34
16	Canadian Pacific	10,367 65	271,531 69	142,598 03	56,551 32	445,821 37	2,303,251 13	71,411 79	231,878 85	71,983 02
17	Cape Breton		13 50			10 80	53 30			
18	Caraquet		127 03			767 43			215 21	
19	Central Ontario	600 00	2,701 38			262 07	2,669 20		1,029 75	
20	Crow's Nest Southern		164 06	21 79		329 21	1,362 28		969 33	33 25
21	Cumberland Railway and Coal Co		347 71	56 80		8 40	1,012 01		264 07	
22	Dominion Atlantic	29 76	7,238 42	535 76	92 52	224 65	5,669 97	407 00	2,768 49	100 00
23	Eastern British Columbia					7 39	319 22		472 27	
24	Elgin and Havelock		28 12				166 77		39 98	
25	Essex Terminal				2,057 93	30 07			150 38	
26	Grand Trunk	49,419 71	118,461 03	9,193 66	33,961 00	9,069 19	573,429 54	14,011 61	29,356 31	4,795 78
27	" (Canada Atlantic)	30 00	16,972 41	3,461 52	754 56	8,243 50	52,465 21	1,060 84	5,766 35	112 34
28	Halifax and South Western	65 79	2,851 86		70 70	623 26	4,663 05	2,370 05	1,560 47	25 00
29	Hereford	4 80	1,435 71		331 87	5 57	1,203 28		332 65	1 17
30	Inverness Railway and Coal Co		1,257 16	189 99		160 58	1,271 90		216 38	
31	Irondale, Bancroft and Ottawa		67 72			33 88	457 03		94 24	
32	International of New Brunswick (Records	destroyed by	fire)							
33	Kent Northern			40 00					15 75	

34	Kettle Valley						111 60				
35	Kingston and Pembroke		862 92			6 18	4,730 19	1 57	1,053 70		
36	Klondike Mines					308 16	135 61		989 13		
37	Lotbinière and Megantic		18 18			41 67	215 61	156 62	82 41		
38	London and Port Stanley	270 96	565 77	20 04	19 92	15 16	1,323 04	Cr. 742 39	112 76		
39	Maine Central (formerly Washington County)								0 18		
40	Manitoba Great Northern		376 31	13 78	392 44	173 98	767 35		340 82	76 56	
41	Maritime Coal Railway and Power Co		133 47			89 03	289 27		158 12		
42	Massawippi Valley		1,230 90		19 81	13 64	1,316 27		329 41	1,180 41	
43	Moncton and Buctouche				930 45		360 82		142 19		
44	Midland Railway Co. of Manitoba	20 00					9 00				
45	Montreal and Atlantic	119 81	8,318 59	1,772 23	3,143 85	7,420 15	33,047 37		3,053 40	403 15	
46	Montreal and Province Line		748 65		123 05	158 37	3,317 01		204 59	116 68	
47	Montreal and Vermont Junction		502 01		9 50	180 53	88 86		209 45	36 00	
48	Morrissey, Fernie and Michel						235 70				
49	Napierville Junction		265 46	0 14	83 13	24 92	309 39		31 58		
50	Nelson and Fort Sheppard		145 15	Cr. 0 07	79 00	223 91	775 64		848 47	224 28	
51	New Brunswick Coal and Railway Co		4 94			288 84	435 06		1,249 59		
52	New Brunswick and P. E. Island		440 17				646 00	49 10			
53	New Westminster Southern	5 46	96 83		30 93	19 83	108 57		101 37	92 23	
54	North Shore										
55	Ottawa and New-York	48 38	2,915 41	17 00	1,173 64	177 93	5,662 15		431 02	10 70	
56	Pere Marquette	933 06	6,344 47	63 29	448 13	129 36	8,665 01	Cr. 299 92	626 18	89 20	
57	Phillipsburg Railway and Quarry Co										
58	Quebec Central		1,806 94	614 76			11,827 20		2,564 31	7 00	
59	Quebec and Lake St. John		5,242 96	310 60	246 12	68 77	11,702 28	48 75	2,236 98	158 00	
60	Quebec, Montreal and Southern	97 53	3,427 05	7 43	2,229 65	630 31	12,004 31	92 36	984 59	430 10	
61	Quebec Oriental		1,036 49	94 62		172 37	1,213 03		599 70	26 69	
62	Quebec Railway, Light and Power Co	6 42	352 29	2 22	24 58	57 68	850 85		114 36		
63	Red Mountain		28 22	Cr. 0 02	17 65	122 36	306 44		146 99	46 59	
64	Rutland and Noyan	Cr. 17 51	90 50	13 87	13 87	2 97	445 25	4 96	60 45	1 98	
65	Salisbury and Albert		50 87				40 96		402 76		
66	Schomberg and Aurora						86 87		5 77		
67	Stanstead, Shefford and Chambly		781 78		81 95	83 49	5,256 86		125 52	134 92	
68	St. Clair Tunnel							681 72			
69	St. Lawrence and Adirondack	141 39	3,556 95	106 71	1,504 18	121 52	6,838 99		729 15	3,644 48	
70	St. Martins					13 64					
71	Sydney and Louisburg		4,600 67	482 49		311 21	8,164 95		1,170 60		
72	Temiscouata		701 41	144 78			1,562 96		304 67		
73	Temiskaming and Northern Ontario	20 32	7,103 25		52 99	6,814 33	36,359 69		6,679 79	679 00	
74	Thousand Islands		26 23				304 58	103 09	81 24		
75	Toronto, Hamilton and Buffalo	12 00	2,623 39	14 35	7,770 93	18 68	17,641 17		2,157 86	776 17	
76	Vancouver, Victoria and Eastern	987 59	1,627 83	Cr. 0 17	1,099 91	908 80	10,291 35	50 10	2,143 23	663 97	
77	Victoria Terminal Railway and Ferry Co		43 21			2 60	208 52	53 49	3 89		
78	Victoria and Sidney, British Columbia		680 86			76 49	3,003 05	846 63	61 68		
79	Wabash (in Canada)						666 79		0 88	1 77	
80	Wellington Colliery Co										
81	York and Carleton								15 10		
	Final total	69,130 78	619,956 79	178,989 38	177,140 97	554,159 03	3,684,523 98	124,819 98	375,628 15	102,076 50	

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	25	28	30	31	33	34	35	36	38
		MAINTENANCE OF WAY AND STRUCTURES—*Continued.*					MAINTENANACE OF EQUIPMENT.			
		Stationery and Printing.	Other Expenses.	Maintaining J'nt Tracks, Yards, and Other Facilities. Dr.	Maintaining J'nt Tracks, Yards, and Other Facilities. Cr.	Total—Maintenance of Way and Structures.	Superintendence.	Steam Locomotives—Repairs.	Steam Locomotives—Renewals.	Electric Locomotives—Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co.	47 92	1,364 69	931 02		64,384 21	1,376 17	10,240 56		
2	Algoma Central and Hudson Bay	199 91				116,531 90	5,367 73	15,865 00		
3	Atlantic, Quebec and Western		38 00			18,425 00	236 27	389 83		
4	Algoma Eastern	58 36				15,513 04	1,448 63	2,126 14	26 02	
5	Bay of Quinté	9 50	33 72			32,316 42		24,422 21		
6	Bedlington and Nelson	42 51	1 90			8,208 97	10 31	65 81		
7	Brandon, Saskatchewan and Hudson Bay	127 47	6 65			31,488 29	543 17	3,765 29		
8	British Yukon	9 19				25,644 00	971 89	2,514 12		
9	Brockville, Westport and Northwestern					13,825 91	672 33	1,988 76		
10	Canada Southern	2,067 62		64,063 77	71,570 52	841,882 95	32,220 32	413,837 93	45,759 36	
11	Canadian Government Rys. (Intercolonial)	4,034 05	1,056 27	31,498 23	8,025 53	1,826,338 88	59,804 54	727,051 15	371,919 83	
12	" " (P. E. Island)	275 89	10 00			117,599 64	7,105 70	34,770 70		
13	Canadian Northern	2,323 91	42 05	5,352 42	3,347 21	2,608,866 45	37,660 75	1,403,667 27		
14	" " Ontario	502 76	4 63			211,904 09	7,431 24	43,997 18		
15	" " Quebec	326 86	33 77	85 65	525 30	226,900 39	3,085 49	93,301 78		
16	Canadian Pacific	44,241 09	4,555 33	131,514 46	53,744 23	17,719,795 21	306,592 01	5,375,518 60	167,374 71	
17	Cape Breton		8 85			7,193 80		436 55		
18	Caraquet	56 00				16,377 65	600 00	4,603 00		
19	Central Ontario	26 28	39 25	954 71		54,675 21	1,155 00	16,112 97		
20	Crow's Nest Southern	141 64	137 47	99 00		68,322 83	687 99	8,319 78		
21	Cumberland Railway and Coal Co		425 96			21,538 04	609 50	4,635 33		
22	Dominion Atlantic	167 68	59 62			132,800 27	3,760 21	16,449 48	12,000 00	
23	Eastern British Columbia	2 88				6,029 45	172 75	5,657 09		
24	Elgin and Havelock					4,248 82		494 91		
25	Essex Terminal		200 00			5,709 78		209 09		
26	Grand Trunk	6,405 00		37,014 62	310,304 77	3,871,367 96	82,428 59	2,566,746 83		
27	" (Canada Atlantic)	589 48		5,253 00	816 29	440,565 26	9,965 86	189,075 05		
28	Halifax and Southwestern	72 85		2,207 12		135,992 49	2,992 20	22,113 37		
29	Hereford	108 12		123 12		39,690 19	528 99	7,077 60	Cr. 78 07	
30	Inverness Railway and Coal Co	68 11				30,404 05	1,872 04	10,592 75		
31	Irondale, Bancroft and Ottawa					8,864 17	30 80	650 10		
32	International of New Brunswick (Records	destroyed	by fire.)							
33	Kent Northern					5,781 20	500 00	387 30		

34	Kettle Valley		130 79			1,299 16					
35	Kingston and Pembroke	110 49		2,382 28		63,621 47	71 96	17,338 12			
36	Klondike Mines	24 50				17,294 29		2,774 07			
37	Lotbiniere and Megantic		35 19			12,268 54		1,481 37			
38	London and Port Stanley	32 41		88 50	6,848 31	21,659 91	595 23	14,919 94	69 29		
39	Maine Central (formerly Washington County)	6 93				2,715 40	84 02	807 29	Cr. 8 74		
40	Manitoba Great Northern	155 80	7 02	45 78		32,555 00	388 91	4,224 99			
41	Maritime Coal, Railway and Power Co.	17 12		360 00		11,634 70	180 00	3,675 69			
42	Massawippi Valley	55 24		589 86	360 00	38,345 12	1,429 65	14,856 98			
43	Moncton and Buctouche					8,825 28		887 45			
44	Midland Railway Co. of Manitoba	6 23		11,613 07		12,001 87	455 21	925 81			
45	Montreal and Atlantic	669 48		761 89		302,995 54	3,635 77	53,836 66			
46	Montreal and Province Line	4 53		12 06		33,730 87	721 96	305 58	2,218 80		
47	Montreal and Vermont Junction	44 09				14,502 49	613 19		2,218 80		
48	Morrissey, Fernie and Michel				99 00	9,513 31		7,519 86			
49	Napierville Junction	34 93	36 63			6,072 09	155 48	2,229 28			
50	Nelson and Fort Sheppard	99 06	269 10	2,838 00		56,164 49	586 54	5,292 07			
51	New Brunswick Coal and Railway Co					27,943 62		6,937 07			
52	New Brunswick and P. E. Island					9,496 63			2,040 72		
53	New Westminster Southern	42 51	1 91			12,114 72	157 09	2,435 78			
54	North Shore					177 50					
55	Ottawa and New York	6 32		537 31		46,086 05	2,867 35	9,438 52			
56	Pere Marquette	309 66		92,754 87	166 78	218,011 39	5,699 01	140,032 04	656 61		
57	Phillipsburg Railway and Quarry Co		2,500 00			2,500 00					
58	Quebec Central	246 63	56 25			190,109 30	8,569 01	40,958 43	15,000 00		
59	Quebec and Lake St. John	100 58	19 10		103 54	129,828 89	2,499 11	70,624 51			
60	Quebec, Montreal and Southern	154 43		319 99	8,342 63	137,889 64	6,541 14	26,280 07	Cr. 78 00		
61	Quebec Oriental	15 00	31 46			26,741 47	463 64	8,214 99			
62	Quebec Railway, Light and Power Co	12 25	4 73	467 86		8,861 37	289 79	3,394 04			
63	Red Mountain	25 44	46 61			13,061 81	193 95	2,279 08			
64	Rutland and Noyan	6 94		86 87	216 35	3,303 01	66 54	640 01	198 12		
65	Salisbury and Albert		45 27			10,497 51		1,195 82			
66	Schomberg and Aurora					6,238 54		758 67			
67	Stanstead, Shefford and Chambly	17 61		76 61		24,931 14	632 72	228 54	2,496 12		
68	St. Clair Tunnel		11 52			10,579 39	648 31				6,846 88
69	St. Lawrence and Adirondack	29 51	33 76	19,199 53		70,666 03	2,910 17	9,138 64			
70	St. Martins		3,002 29			5,103 15		509 77			
71	Sydney and Louisburg		5,312 07			163,920 08	1,764 96	62,649 06			
72	Temiscouata	5 89	12 00			51,547 07	2,690 95	5,749 93			
73	Temiskaming and Northern Ontario	448 29	50 00		4,299 85	370,436 18	12,819 76	95,373 72	8,844 64		
74	Thousand Islands	7 00	79 75			6,710 20		1,743 88			
75	Toronto, Hamilton and Buffalo	472 68	5 00	4,711 38	20,236 15	169,451 39	8,511 28	79,496 00			
76	Vancouver, Victoria and Eastern	402 43	274 19			199,806 93	3,218 95	35,780 22			
77	Victoria Terminal Railway and Ferry Co.					1,003 07	11 79	204 48			
78	Victoria and Sidney, British Columbia					18,388 49	208 81	3,228 05			
79	Wabash (in Canada)	23 40		253,271 61	20,120 45	234,664 28	9,099 55	269,373 18			
80	Wellington Colliery Co.					28,561 35		8,546 48			
81	York and Carleton					1,081 87					
	Final total	65,492 46	19,982 80	669,214 59	509,126 91	31,514,098 12	648,612 28	12,017,379 67	930,658 21		6,846 88

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	39	42	43	45	46	48	49	51	52
		MAINTENANCE OF EQUIPMENT—*Continued.*								
		Electric Locomotives—Renewals.	Passenger-Train Cars—Repairs.	Passenger-Train Cars—Renewals.	Freight-Train Cars—Repairs.	Freight-Train Cars—Renewals.	Work Equipment—Repairs.	Work Equipment—Renewals.	Floating Equipment—Repairs.	Floating Equipment—Renewals.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co.		2,296 91		2,930 87		639 32			
2	Algoma Central and Hudson Bay		5,025 93		29,068 81		2,319 11	409 92		
3	Atlantic, Quebec and Western		173 35				67 73			
4	Algoma Eastern		66 85		7,296 81		330 90			
5	Bay of Quinte		2,349 78		5,955 60					
6	Bedlington and Nelson						345 77			
7	Brandon, Saskatchewan and Hudson Bay		1,721 30		1,552 31		1,639 07			
8	British Yukon		689 06		754 44		1,192 57			
9	Brockville, Westport and Northwestern		496 21		294 81		16 46			
10	Canada Southern		45,543 05	9,768 84	244,451 91	133,816 27	2,473 11	6,006 00		
11	Canadian Government Rys. (Intercolonial)		289,123 35	185,959 91	612,111 90	278,939 95	36,908 90	Cr. 200 00	15,033 76	2 00
12	" " (P. E. Island)		16,161 45		14,516 51	2,389 30	816 02			
13	Canadian Northern		531,718 47		747,713 47		53,866 55			
14	" " Ontario		22,873 52		30,176 58		5,072 40			
15	" " Quebec		26,084 56		21,118,30		3,221 93			
16	Canadian Pacific		1,987,274 10	90,888 48	3,571,412 48	739,911 05	561,061 53	187,425 07	4,278 62	
17	Cape Breton		159 09		129 48					
18	Caraquet		250 00		1,125 00					
19	Central Ontario		1,943 24		6,580 61					
20	Crow's Nest Southern		1,113 66		7,257 87		1,623 97			
21	Cumberland Railway and Coal Co.		3,058 51		5,500 82		305 76			
22	Dominion Atlantic		15,442 01		12,537 59		2,068 61			
23	Eastern British Columbia		375 12		1,566 70		35 07			
24	Elgin and Havelock		84 63							
25	Essex Terminal									
26	Grand Trunk		540,735 06		2,755,792 82		80,557 82		62,708 97	
27	" (Canada Atlantic)		11,667 79		68,671 56		4,236 68			
28	Halifax and Southwestern		7,327 36		5,917 21		177 21			
29	Hereford		2,323 53	Cr. 45 11	4,609 52	Cr. 33 53	462 53	45 77		
30	Inverness Railway and Coal Co.		742 24		9,569 20		371 39			
31	Irondale, Bancroft and Ottawa		31 69		63 50					
32	International of New Brunswick (Records	destroyed by fire)								
33	Kent Northern									

34	Kettle Valley									
35	Kingston and Pembroke	3,487 52		2,735 69						
36	Klondike Mines	423 85		1,937 22						
37	Lotbiniere and Megantic	74 65	44 00	400 64	1 57					
38	London and Port Stanley	3,401 36	60 64	4,751 32	145 94	56 78	17 90			
39	Maine Central(formerly Washington County)	423 27	Cr. 7 72	933 21	Cr. 13 37	23 35	3 83			
40	Manitoba Great Northern	1,060 08		5,554 73		1,450 33				
41	Maritime Coal, Railway and Power Co	39 26		143 78						
42	Massawippi Valley	3,879 93		13,379 94		131 54				
43	Moncton and Buctouche	640 39		1,009 12						
44	Midland Railway Co. of Manitoba	665 58		524 55		17 88				
45	Montreal and Atlantic	1,434 79	3,091 67	6,760 01	18,268 86	27 00	19,445 84			
46	Montreal and Province Line	37 47	660 12	170 06	1,158 24	8 80	325 98			
47	Montreal and Vermont Junction	21 02	1,100 20	44 43	6,739 00		122 25			
48	Morrissey, Fernie and Michel			3,490 15						
49	Napierville Junction	2,513 67		409 01						
50	Nelson and Fort Sheppard	1,113 81		1,112 65		899 40				
51	New Brunswick Coal and Railway Co	645 00		2,284 15						
52	New Brunswick and P. E. Island	594 03		1,614 67						
53	New Westminster Southern	556 91		319 52		492 02				
54	North Shore									
55	Ottawa and New York	1,842 04		5,137 14		213 72				
56	Pere Marquette	11,543 11	205 79	237,545 78	7,263 11	341 08	107 56	2,687 16		
57	Phillipsburg Railway and Quarry Co									
58	Quebec Central	13,445 17	9,000 00	27,625 72		2,787 15				
59	Quebec and Lake St. John	27,586 34		27,121 96		3,242 08				
60	Quebec, Montreal and Southern	8,251 79		28,544 70	712 44	1,212 65				
61	Quebec Oriental	2,300 76		505 34		425 07	0 31			
62	Quebec Railway, Light and Power Co	1,839 34		2,912 37		72 98				
63	Red Mountain	22 91		185 40		80 88				
64	Rutland and Noyan	206 23	84 03	584 98	175 09	27 72	4 05			
65	Salisbury and Albert	228 94		1,026 26						
66	Schomberg and Aurora	131 29								
67	Stanstead, Shefford and Chambly	105 84	440 04	460 50	2,632 42	108 88	230 92			
68	St. Clair Tunnel			550 70						
69	St. Lawrence and Adirondack	7,529 25		2,349 42		281 47				
70	St. Martins	42 54		23 18						
71	Sydney and Louisburg	3,860 62		77,900 80		4,844 63				
72	Temiscouata	2,577 63		7,120 70		570 24				
73	Temiskaming and Northern Ontario	38,700 52	8,050 51	37,128 41	7,839 38	16,245 32	1,991 68			
74	Thousand Islands	335 74		5 90						
75	Toronto, Hamilton and Buffalo	8,657 11		25,053 48	280 32	1,032 93				
76	Vancouver, Victoria and Eastern	8,405 22		10,225 17		4,405 14		891 11	2,094 84	
77	Victoria Terminal Railway and Ferry Co	64 39		57 34						
78	Victoria and Sidney, British Columbia	1,014 17		905 80						
79	Wabash (in Canada)	29,191 94		128,092 59	372 10					
80	Wellington Colliery Co	1,284 62		26,543 82						
81	York and Carleton									
	Final total	3,707,031 92	309,301 40	8,863,819 02	1,200,598 14	798,808 85	215,937 08	85,599 62	2,094 84	

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	55	56	57	58	60	62	64	67	69
		MAINTENANCE OF EQUIPMENT—*Continued.*								TRAFFIC EXPENSES.
		Shop Machinery and Tools.	Power Plant Equipment.	Injuries to Persons.	Stationery and Printing.	Other Expenses.	Maintaining Joint Equipment at Terminals. DR.	Maintaining Joint Equipment at Terminals. CR.	Total Maintenance of Equipment.	Superintendence.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Ry. and Irrigation Co.	405 33			33 68	2,325 25			20,248 09	
2	Algoma Central and Hudson Bay	714 48			213 48	391 99			59,376 45	1,854 87
3	Atlantic, Quebec and Western								867 18	
4	Algoma Eastern	28 66			58 52				11,342 53	673 42
5	Bay of Quinté					104 84			32,832 43	1,721 04
6	Bedlington and Nelson								421 89	1 88
7	Brandon, Saskatchewan and Hudson Bay	237 91		89 23	26 05	29 88			9,604 24	497 95
8	British Yukon	258 72		0 96	0 16				6,381 92	876 03
9	Brockville, Westport and Northwestern	139 60				52 84			3,671 01	656 42
10	Canada Southern	10,416 47		641 14	2,784 82	31 70	5,734 46		953,485 38	48,622 72
11	Canadian Govt. Rys. (Intercolonial)	44,032 02		415 83	11,331 59	44,749 98	5,119 51		2,682,304 22	63,437 07
12	" " (P. E. Island)	3,614 84		95 47	253 18	7,563 77			87,286 94	36 50
13	Canadian Northern	117,735 38		5,063 24	6,674 19	7 33		3,829 52	2,900,277 13	78,792 77
14	" " Ontario	1,736 42		10 00	896 04	49 65			112,243 03	12,501 10
15	" " Quebec	2,264 32		4,340 03	512 19	4 95			153,933 55	14,252 61
16	Canadian Pacific	523,510 90		39,943 89	45,736 30		8,190,71	440 26	13,608,708 19	536 978 33
17	Cape Breton								725 12	
18	Caraquet	504 83			110 00				7,192 83	600 00
19	Central Ontario	567 45			49 70	105 68			20,514 65	1,500 00
20	Crow's Nest Southern	320 25		138 16	33 32	39 78			19,534 78	730 20
21	Cumberland Railway and Coal Co			10 09		717 99			14,838 00	59 57
22	Dominion Atlantic	929 84			71 72	460 92			63,719 78	7,504 15
23	Eastern British Columbia								7,806 73	21 95
24	Elgin and Havelock					0 60			580 14	
25	Essex Terminal								209 09	
26	Grand Trunk	286,724 77		9,599 63	15,921 30	570 28	490 76	91,425 38	6,310,851 45	182,005 68
27	" (Canada Atlantic)	20,894 38		100 33	1,244 56	CR. 79 14		144 94	305,632 13	13,890 88
28	Halifax and Southwestern	971 12			41 90	2 90	300 00		39,843 27	5,074 81
29	Hereford	88 62		1 16	57 64				15,038 65	861 37
30	Inverness Railway and Coal Co	462 86			68 11				23,678 59	65 32
31	Irondale, Bancroft and Ottawa	5 13			2 10				783 32	14 10
32	International of New Brunswick (Records	destroyed by	fire).							
33	Kent Northern								887 30	

34	Kettle Valley										55 00
35	Kingston and Pembroke	417 40			51 14	5,231 12				29,332 95	1,336 25
36	Klondike Mines	46 80				14 45				5,196 39	
37	Lotbinière and Megantic	20 86	5 00			1,020 13				3,048 22	
38	London and Port Stanley	919 56		90 03	60 61	55 41				25,144 01	1,646 32
39	Maine Central (formerly Washington Co.)	25 70			8 77					2,279 61	190 98
40	Manitoba Great Northern	233 88		115 25	25 12	26 31				13,079 60	508 37
41	Maritime Coal, Railway and Power Co	54 68			25 72					4,119 13	1,383 37
42	Massawippi Valley	344 73		31 25	67 61					34,121 63	
43	Moncton and Buctouche									2,536 96	
44	Midland Railway Co. of Manitoba	69 89		23 59	8 67	10 03				2,701 21	285 43
45	Montreal and Atlantic	4,077 79			418 74					110,997 13	
46	Montreal and Province Line	87 97		3 00	43 33					5,741 31	392 70
47	Montreal and Vermont Junction			7 44	108 23					10,974 56	981 60
48	Morrissey, Fernie and Michel	81 06				2,183 50				13,274 57	
49	Napierville Junction				45 14					5,352 58	348 14
50	Nelson and Fort Sheppard	232 99		82 19	23 72	28 18				9,371 55	428 86
51	New Brunswick Coal and Railway Co.	2,990 49								12,856 71	
52	New Brunswick and Prince Edward Island					1,595 57				5,844 99	
53	New Westminster Southern	78 67		53 64	8 73	10 01				4,112 37	216 24
54	North Shore										
55	Ottawa and New York	704 23		515 25	40 06	1 00	43 83			20,803 14	3,904 19
56	Pere Marquette	8,810 81		857 77	577 72	445 24	501 24			417,274 03	17,185 87
57	Phillipsburg Railway and Quarry Co										
58	Quebec Central	4,659 13	3,218 91	1,142 45	193 49	6,456 86	71,448 42	45,547 17		158,951 57	8,214 59
59	Quebec and Lake St. John	3,274 06		396 66	214 86	136 17				135,095 75	11,429 72
60	Quebec Montreal and Southern	1,118 87		74 75	433 06					73,091 47	3,598 82
61	Quebec Oriental	337 48				338 67				12,585 95	
62	Quebec Railway, Light and Power Co	190 92		0 55	20 81	1,971 96				10,693 07	158 39
63	Red Mountain			36 66	8 71	9 98				2,817 57	125 87
64	Rutland and Noyan	47 34		5 54	4 27	89 36		0 64		2,132 64	241 82
65	Salisbury and Albert	87 09								2,538 11	
66	Schomberg and Aurora									889 96	
67	Stanstead, Shefford and Chambly	116 67		2 75	43 33					7,498 73	392 70
68	St. Clair Tunnel					3,294 04				11,339 93	
69	St. Lawrence and Adirondack	0 63		93 32	676 03	1 75				22,985 68	1,230 24
70	St. Martins									575 49	86 85
71	Sydney and Louisburg					105 59				151,125 66	765 50
72	Temiscouata				52 08	6,701 30				25,462 83	2,228 23
73	Temiskaming and Northern Ontario	5,318 13		17 64	947 32	812 19				234,089 22	9,507 61
74	Thousand Islands					12 25				2,097 77	232 73
75	Toronto, Hamilton and Buffalo	6,044 94		945 50	647 21	1,115 72	140 72	7,760,84		124,164 37	10,652 37
76	Vancouver, Victoria and Eastern	1,146 13		638 38	121 06	140 07				67,066 29	2,569 92
77	Victoria Terminal Railway and Ferry Co									338 00	59 96
78	Victoria and Sidney, British Columbia									5,356 83	1,044 24
79	Wabash (in Canada)	12,233 16		203 45	1,064 49	218 42	62,456 82	1,150 08		511,155 62	18,288 73
80	Wellington Colliery Co									56,374 92	
81	York and Carleton					100 00				100 00	
	Final total	1,070,366 36	3,223 91	65,791 22	92,060 58	89,250 47	154,426 47	150,298 83		29,811,510 09	1,072,922 35

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	70	71	72	73	74	75	77	79	82
		TRAFFIC EXPENSES.—*Continued.*								
		Outside Agencies.	Advertising.	Traffic Associations	Fast Freight Lines.	Industrial and Immigration Bureaus.	Stationery and Printing.	Other Expenses.	Total Traffic Expenses.	Superintendence.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co.									2,455 58
2	Algoma Central and Hudson Bay		290 74	95 22			147 20		2,388 03	8,110 13
3	Atlantic, Quebec and Western									610 00
4	Algoma Eastern		55 00	4 68					733 10	2,447 59
5	Bay of Quinté						235 06	224 66	2,180 76	1,674 75
6	Bedlington and Nelson								1 88	21 67
7	Brandon, Saskatchewan and Hudson Bay	1,272 04	911 59	27 01		327 23	247 15	4 41	3,287 38	1,297 19
8	British Yukon	2,222 74	1,021 35				216 56		4,336 68	2,358 72
9	Brockville, Westport and North Western		146 38				53 48		856 28	742 56
10	Canada Southern	45,625 23	19,456 21	3,134 24	65,770 25	1,103 28	27,366 26	175 11	211,255 30	52,648 12
11	Canadian Government Rys. (Intercolonial)	74,807 22	47,173 92	2,738 60			32,912 51	848 29	221,917 61	85,411 25
12	" " (P. E. Island)	96 62	688 56					2 00	823 68	6,150 06
13	Canadian Northern	126,191 11	78,093 39	4,769 55		41,126 72	31,292 96	207 84	360,474 34	188,117 89
14	" " Ontario	1,113 26	7,819 62	577 51		1,503 29	56 00		23,570 78	18,403 76
15	" " Quebec	7 296 28	2,563 33	402 61		100 00	2,229 21		26,844 04	13,919 62
16	Canadian Pacific	1.370,689 53	596,005 18	50,363 59	50,470 28	28,057 02	244,792 03	3,444 36	2,880,800 32	870,470 55
17	Cape Breton		67 80						67 80	250 00
18	Caraquet						90 01	129 29	819 30	
19	Central Ontario	171 84	222 54	112 52			741 35		2,748 25	1,550 00
20	Crow's Nest Southern	1,908 72	904 82	54 03		400 75	353 26	5 8	4,357 62	1,808 14
21	Cumberland Railway and Coal Co		34 75				93 55		187 87	600 00
22	Dominion Atlantic	8,534 85	4,126 43	368 30			2,273 29	19 00	22,826 02	4,652 82
23	Eastern British Columbia		19 70						41 65	1,887 12
24	Elgin and Havelock									
25	Essex Terminal		64 00					88 72	152 72	
26	Grand Trunk	575,297 46	197,265 50	35,457 80	35,965 56		81,472 21	136 20	1,107,600 41	228,861 24
27	" (Canada Atlantic)	46,746 46	15,227 13	2,671 80	2,731 74		6,314 89	12 00	87,594 90	26,178 44
28	Halifax and South Western	4,792 10	2,403 39	198 42			598 43		13,067 75	8,394 16
29	Hereford	250 10	729 06	28 17	43 29	104 34	198 86	49	2,215 68	781 76
30	Inverness Railway and Coal Co		167 70				34 05		267 07	200 44
31	Irondale, Bancroft and Ottawa		31 11	88 43			69 60		203 24	1,214 85
32	International of New Brunswick (Records	destroyed by	fire).							
33	Kent Northern									500 00

34	Kettle Valley						17 30		72 30	45 00
35	Kingston and Pembroke		255 00	92 20			478 42	28 00	2,189 87	1,724 27
36	Klondike Mines		170 00					287 75	457 75	
37	Lotbiniére and Megantic			34 71			30		35 01	
38	London and Port Stanley	2,264 80	846 18	172 20	425 39		544 27		5,899 16	1,147 87
39	Maine Central (formerly Washington County)	50 65	144 31	6 52	11 38	20 22	46 02	11	470 19	148 53
40	Manitoba Great Northern	1,344 63	322 87	48 35		276 02	238 93	4 00	2,743 17	1,073 62
41	Maritime Coal Railway and Power Co	277 97	434 04	10 00			2 69		2,108 07	420 00
42	Massawippi Valley									2,672 43
43	Moncton and Buctouche		70 00				193 66		263 66	
44	Midland Railway Co, of Manitoba	446 19	214 99	12 15		90 85	97 99	48	1,148 08	554 07
45	Montreal and Atlantic				9,613 41				9,613 41	7,359 18
46	Montreal and Province Line	582 23	157 18	21 57			184 13	2 59	1,340 40	593 87
47	Montreal and Vermont Junction	2,752 36	436 13	53 38	31 50		455 21	18 40	4,728 58	1,427 60
48	Morrissey, Fernie and Michel									2,292 55
49	Napierville Junction	24 59	21 05				109 91		593 69	197 99
50	Nelson and Fort Sheppard	1,078 50	709 36	24 98		290 55	210 86	4 04	2,747 15	1,500 11
51	New Brunswick Coal and Railway Co									
52	New Brunswick and P. E. Island									
53	New Westminster Southern	605 02	88 89	23 00		102 03	112 99	1 25	1,149 42	462 73
54	North Shore									
55	Ottawa and New York	845 31	432 32	85 74	3 38	8 41	1,086 68	60	6,366 63	2,159 24
56	Pere Marquette	23,133 35	3,421 29	1,841 06	7,158 63		5,191 35		57,931 55	16,465 73
57	Phillipsburg Railway and Quarry Co									
58	Quebec Central	10,063 67	6,348 14	784 46			2,727 62	204 66	28,343 08	8,442 52
59	Quebec and Lake St. John	5,191 09	1,949 80	127 31			1,086 63	13 80	19,798 35	12,168 18
60	Quebec, Montreal and Southern	601 66	158 65	88 30		4 40	1,146 82	8 00	5,606 65	2,498 75
61	Quebec Oriental									1,000 00
62	Quebec Railway, Light and Power Co	434 22	712 79	25 69			30 87	5 57	1,367 53	893 39
63	Red Mountain	316 85	21	13 12		96 52	59 82	1 12	613 51	472 06
64	Rutland and Noyan	162 40	119 42	10 41	100 59	07	72 51	5 70	712 92	99 90
65	Salisbury and Albert		27 15						27 25	
66	Schomberg and Aurora									
67	Stanstead, Shefford and Chambly	967 00	190 33	19 75	12 60		183 67	7 52	1,773 57	702 08
68	St. Clair Tunnel									
69	St. Lawrence and Adirondack	2,830 09	966 61		274 08	382 97	363 67	1 52	6,049 18	3,342 82
70	St. Martins		38 37						125 22	
71	Sydney and Louisburg		492 57	101 90			22 50	55 10	1,437 57	3,012 92
72	Temiscouata		882 03	109 59			151 27		3,371 12	5,477 19
73	Temiskaming and Northern Ontario	516 23	3,193 38	83 79		1,585 85	1,516 09		16,402 95	9,658 67
74	Thousand Islands							31 19	263 92	600 00
75	Toronto, Hamilton and Buffalo	2,380 08	1,689 80	334 80	636 59		1,092 37		16,786 01	18,476 85
76	Vancouver, Victoria and Eastern	6,765 57	3,289 36	189 16		1,450 55	1,292 16	20 18	15,576 90	7,502 87
77	Victoria Terminal Railway and Ferry Co								59 96	25 12
78	Victoria and Sidney, British Columbia								1,044 24	438 28
79	Wabash (in Canada)	46,320 58	6,326 60	2,065 49	12,258 88		7,671 24	21 75	92,953 27	17,927 89
80	Wellington Colliery Co									
81	York and Carleton									
	Final Total	2,376,970 60	1,009,598 72	107,472 05	185,507 55	77,031 07	458,175 87	6,021 54	5,293,699 75	1,664,102 69

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	83	84	85	87	88	89	90	91	92
		TRANSPORTATION EXPENSES.								
		Despatching Trains.	Station Employees.	Weighing and Car Service Associations.	Coal and Ore Docks.	Station Supplies and Expenses.	Yard-masters and their Clerks.	Yard Conductors and Brakemen.	Yard Switch and Signal Tenders.	Yard Supplies and Expenses.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co	1,266 45	10,073 24			1,019 01		1,763 44		
2	Algoma Central and Hudson Bay	510 47	8,594 99	215 37	2,256 81	610 35	238 60	10,651 87	359 87	131 75
3	Atlantic, Quebec and Western	35 00	2,913 80			555 45				
4	Algoma Eastern		600 03			0 52				
5	Bay of Quinté	854 60	9,881 64		2,753 77	2,631 03	805 76		188 15	313 14
6	Bedlington and Nelson	22 25								
7	Brandon, Saskatchewan and Hudson Bay	584 62	7,523 02	56 16		1,450 07				
8	British Yukon	798 09	8,893 08			856 99		180 09		
9	Brockville, Westport and Northwestern		3,462 25			442 77				
10	Canada Southern	14,250 70	197,039 03	278 92		26,619 36	51,622 55	155,112 77	21,548 44	4,184 85
1	Canadian Government Rys. (Intercolonial)	167,851 54	749,201 63	1,411 64		103,442 61	42,332 28	182,349 99	16,603 66	19,923 96
12	" " (P. E. Island)	3,136 63	54,395 18			5,914 18	2,568 29	2,688 65		28 53
3	Canadian Northern	78,037 27	1,048,862 34	4,874 43		101,158 63	70,041 77	286,892 62	6,311 95	3,146 67
14	" " Ontario	4,502 04	58,423 30	134 92	1,061 83	12,302 53		13,897 83	66 61	
15	" " Quebec	4,931 07	91,483 46	408 33		8,397 62	2,679 95	18,313 37	1,037 70	1,013 14
16	Canadian Pacific	514,402 55	5,519,384 22	7,821 50		523,056 32	239,461 79	1,725,832 57	100,040 77	27,172 32
17	Cape Breton		1,020 00			64 52				
18	Caraquet		3,328 00			670 96				
19	Central Ontario	970 00	10,815 68	108 23		1,356 84		2,611 30		
20	Crow's Nest Southern	690 70	5,885 40	95 04		728 11				
21	Cumberland Railway and Coal Co	600 00	4,536 90	1,902 11		425 01	739 04	9,287 67	240 56	
22	Dominion Atlantic	2,487 17	51,876 10			5,427 08	2,969 33			
23	Eastern British Columbia		1,662 01	45 02		50 81				
24	Elgin and Havelock		408 00							
25	Essex Terminal		1,343 50	60 00				1,384 50		
26	Grand Trunk	101,701 98	2,176,743 93	9,473 37		216,498 55	122,029 12	701,533 32	87,814 60	13,448 35
27	" (Canada Atlantic)	11,106 02	180,020 96	804 20		20,546 37	11,855 19	40,735 70	5,381 96	403 01
28	Halifax and South Western	1,628 56	19,331 71		53 93	2,389 36		1,444 14		20 91
29	Hereford	1,078 08	5,418 16	3 25		553 66		73 20	29 30	
30	Inverness Railway and Coal Co	422 00	5,637 80			501 16		2,124 16		34 25
31	Irondale, Bancroft and Ottawa		1,866 90			102 03				
32	International of New Brunswick (Records	destroyed by	fire.)							
33	Kent Northern		1,013 75							

34	Kettle Valley		53 44			20 95			
35	Kingston and Pembroke	1,088 45	13,023 51	79 77		1,147 59	1,495 75		
36	Klondike Mines		1,983 40			202 30			
37	Lotbinière and Megantic		967 71			97 98			
38	London and Port Stanley	1,072 66	11,822 68	118 33		577 83	2,030 58	11,331 27	193 60	107 32
39	Maine Central (formerly Washington Co.)	82 51		0 29						
40	Manitoba Great Northern	367 86	5,441 36	91 61		1,096 29				
41	Maritime Coal Railway and Power Co	240 00	1,005 05			246 67		532 50		
42	Massawippi Valley	2,180 19	21,112 89	111 49		1,676 76				
43	Moncton and Buctouche		1,255 00			73 26				
44	Midland Railway Co. of Manitoba	143 39	5,211 23	13 78		228 28		565 73		7 40
45	Montreal and Atlantic	6,414 10	51,080 13	Cr. 175 09		8,156 75	2,326 83	11,583 47	273 75	80 19
46	Montreal and Province Line	244 10	5,188 16	0 14		1,016 90	4 20	1 71	16 60	
47	Montreal and Vermont Junction	732 41	3,508 73	0 35		588 86	12 03			0 38
48	Morrissey, Fernie and Michel		1,153 15			86 77				
49	Napierville Junction	225 06	2,458 36			428 85				
50	Nelson and Fort Sheppard	874 39	3,762 43	46 47		457 33				
51	New Brunswick Coal and Railway Co		2,541 00							
52	New Brunswick and P. E. Island		1,224 50							
53	New Westminster Southern	135 35	5 66	32 28		28 94				
54	North Shore									
55	Ottawa and New York	856 88	13,478 44	69 35		9,666 13				
56	Pere Marquette	7,255 60	84,106 82	1,199 48		6,235 26	4,165 08	22,406 60	665 50	461 15
57	Phillipsburg Railway and Quarry Co									
58	Quebec Central	5,766 98	72,256 33	658 94		8,866 65				
59	Quebec and Lake St. John	4,700 08	35,072 59	190 15	10 00	4,179 52	597 50	3,103 99		281 40
60	Quebec, Montreal and Southern	2,169 72	23,562 37			3,614 39	40 00	553 09	60 00	
61	Quebec Oriental	327 25	5,332 38			530 24				
62	Quebec Railway, Light and Power Co	743 97	4,359 35	97 97		843 11	190 95	750 90	900 10	24 66
63	Red Mountain	214 50	3,637 57	41 11		249 40				
64	Rutland and Noyan	34 71	585 78	0 47		73 16	18 31	130 38	21 11	8 44
65	Salisbury and Albert		1,127 00			23 39				
66	Schomberg and Aurora					21 00			951 60	
67	Stanstead, Shefford and Chambly	244 10	8,376 70	0 14		1,443 33			368 00	
68	St. Clair Tunnel	8,230 87	17 30							22,848 26
69	St. Lawrence and Adirondack	1,374 72	11,400 51	106 31		8,145 00				
70	St. Martins		228 90	513 81		20 00				
71	Sydney and Louisburg	5,765 40	16,828 00	19,211 70		2,987 85	5,129 06	41,579 85	757 67	
72	Temiscouata	753 85	9,743 79	84 32		980 39				
73	Temiskaming and Northern Ontario	11,728 00	107,579 18	222 25	Cr. 857 50	16,839 02	7,110 77	31,789 77	1,560 22	634 84
74	Thousand Islands		4,311 29			921 93				
75	Toronto, Hamilton and Buffalo	10,166 15	96,483 18	356 83		5,519 09	7,543 30	38,475 24	1,658 12	195 32
76	Vancouver, Victoria and Eastern	3,009 78	52,495 55	644 64		5,087 40	781 91	7,470 53	361 85	51 71
77	Victoria Terminal Railway and Ferry Co		280 04	1 82		85 72				
78	Victoria and Sidney, British Columbia		4,619 62	29 75		1,328 56				
79	Wabash (in Canada)		19,422 10	4,395 70		1,393 66		2,889 05		
80	Wellington Colliery Co									
81	York and Carleton									
	Final total	989,010 82	10,949,743 16	55,836 65	5,278 84	1,132,947 80	577,624 19	3,331,536 42	247,110 79	94,521 95

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	93	95	96	97	98	99	101	102	104
		TRANSPORTATION EXPENSES.—*Continued.*								
		Yard Enginemen.	Enginehouse Expenses—Yard.	Fuel for Yard Locomotives	Water for Yard Locomotives	Lubricants for Yard Locomotives	Other Supplies for Yard Locomotives	Operating Joint Yards and Terminals—Dr.	Operating Joint Yards and Terminals—Cr.	Motormen.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co.	1,436 02	389 49	2,959 48	174 44	73 14	21 01			
2	Algoma Central and Hudson Bay	7,843 03	1,881 88	10,595 74	228 37	372 30	159 39			
3	Atlantic, Quebec and Western									
4	Algoma Eastern							999 96		
5	Bay of Quinte									
6	Bedlington and Nelson									
7	Brandon, Saskatchewan and Hudson Bay									
8	British Yukon	191 61		314 11	1 04	7 48	95			
9	Brockville, Westport and North Western									
10	Canada Southern	84,417 55	24,681 98	127,442 63	6,521 90	2,103 15	2,003 52	413,027 05	9,212 69	
11	Canadian Gov't. Railways (Intercolonial)	141,947 74	37,150 43	202,509 39	10,635 18	3,531 26	2,386 09	121,269 82	91,278 84	
12	" " " (P.E. Island)	5,399 93	1,540 90	3,744 61	80 00	127 83	117 07			
13	Canadian Northern	177,048 65	36,898 75	196,786 15	14,501 88	5,286 10	3,903 45	48,781 84	18,069 00	
14	" " Ontario	10,557 54	2,204 87	9,252 09	69 98	389 09	20 02	1,623 15		
15	" " Quebec	13,706 17		31,792 51	550 91	399 76	278 47	7,648 28	555 96	
16	Canadian Pacific	1,085,517 91	384,354 42	1,294,748 35	60,163 50	14,509 61	29,725 35	292,787 36	187,005 57	
17	Cape Breton									
18	Caraquet		210 00	230 00		100 04				
19	Central Ontario		1,136 78	1,584 07	82 71	130 76		2,421 78		
20	Crow's Nest Southern									
21	Cumberland Railway and Coal Co.									
22	Dominion Atlantic	5,825 35	1,267 04	12,162 84	126 79	230 72	53 63	1,970 50	209 87	
23	Eastern British Columbia									
24	Elgin and Havelock	481 50	314 00							
25	Essex Terminal	1,632 00								
26	Grand Trunk	419,345 56	68,005 79	489,420 53	19,719 02	8,440 05	13,497 29	62,622 42	478,015 82	
27	" " (Canada Atlantic)	24,473 38	5,853 24	36,770 01	1,702 72	741 98	1,221 33	2,609 89	7,028 70	
28	Halifax and South Western	1,318 76	120 00	1,726 70	20 00	42 71		16,591 47		
29	Hereford			1,189 38				688 40		
30	Inverness Railway and Coal Co.	1,816 07	615 33	2,758 01	1 55	103 06	34 36			
31	Irondale, Bancroft and Ottawa									
32	International of New Brunswick									
33	Kent Northern									

34	Kettle Valley										
35	Kingston and Pembroke	1,576 23		1,244 36		46 11	20 85	3,427 90			
36	Klondike Mines										
37	Lotbiniere and Megantic		32 08	95							
38	London and Port Stanley	6,364 47	2,277 24	3,828 06	201 00	16 32	13 17				
39	Maine Central										
40	Manitoba Great Northern							754 73			
41	Maritime Coal Railway and Power Coal Co.	1,140 00	393 66	1,850 20	319 46	198 21	85 25				
42	Massawippi Valley							251 55			
43	Moncton and Buctouche										
44	Midland Railway Co. of Manitoba	386 61	237 20	1,342 91	117 19	63 03	7 02	630 90			
45	Montreal and Atlantic	7,632 62	1,613 28	8,802 20	219 95	181 21	243 62	53,658 26			
46	Montreal and Province Line		11 23		10 69			297 86	75		
47	Montreal and Vermont Junction								7 50		
48	Morrissey, Fernie and Michel										
49	Napierville Junction		132 03	2,722 48	71 80	29 01	8 18	88 64	288 45		
50	Nelson and Fort Sheppard							7,449 40	427 18		
51	New Brunswick Coal and Railway Co.										
52	New Brunswick and Prince Edward Island										
53	New Westminster Southern										
54	North Shore										
55	Ottawa and New York							3,105 36	370 25		
56	Pere Marquette	16,321 23	6,718 12	33,434 69	1,570 31	410 58	125 89	33,341 96			
57	Phillipsburg Railway and Quarry Co.										
58	Quebec Central										
59	Quebec and Lake St. John	3,245 27		8,773 20	94 64	101 78	128 21		2,512 83	1,634 69	
60	Quebec, Montreal and Southern	1,367 42	1,038 47	11,060 96	315 14	150 70	102 36	1,755 18	876 87		
61	Quebec Oriental										
62	Quebec Railway, Light and Power Co.	1,053 38	68 31	1,423 80	46 00	77 24	34 59	7 15			
63	Red Mountain										
64	Rutland and Noyan	91 46	31 89	142 10	5 63	188	188	110 22	113 03		
65	Salisbury and Albert										
66	Schomberg and Aurora										
67	Stanstead, Shefford and Chambly		7 50		9 49			317 45			
68	St. Clair Tunnel	12,732 25									
69	St. Lawrence and Adirondack		17 92					95,524 29	260 00		
70	St. Martins										
71	Sydney and Louisburg										
72	Temiscouata										
73	Temiskaming and Northern Ontario	17,961 49	6,536 98	31,637 58	627 66	619 63	295 83	25,328 51	43,304 91		
74	Thousand Islands										
75	Toronto, Hamilton and Buffalo	28,391 13	3,861 25	46,879 47	2,107 48	452 66	324 34		74,166 99		
76	Vancouver, Victoria and Eastern	4,644 74	932 60	7,281 18	122 81	77 14	39 29				
77	Victoria Terminal Railway and Ferry Co.										
78	Victoria and Sidney, B.C.										
79	Wabash (in Canada)	2,414 09	6 37	2,412 23	4 66	Cr. 127 38	2 46	275,978 80	200 68		
80	Wellington Colliery Co.										
81	York and Carleton										
	Final total	2,088,282 16	590,541 03	2,588,822 97	120,426 90	38,920 16	54,854 87	1,475,070 08	913,905 89	1,634 69	

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	105	106	108	109	110	111	112	113	114
		TRANSPORTATION EXPENSES—*Continued.*								
		Road Enginemen.	Enginehouse Expenses —Road.	Fuel for Road Locomotives.	Water for Road Locomotives.	Lubricants for Road Locomotives.	Other supplies for Road Locomotives.	Operating Power Plants.	Purchased Power.	Road Trainmen.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ crs.
1	Alberta Railway and Irrigation Co.	12,654 98	4,160 14	29,571 98	1,763 74	964 53	331 22			13,051 89
2	Algoma Central and Hudson Bay.	11,021 83	4,232 41	23,482 35	1,118 63	367 36	242 11			13,651 61
3	Atlantic, Quebec and Western	2,641 34	546 00	11,480 89	583 80	530 12				2,218 32
4	Algoma Eastern	2,729 13	1,056 46	8,511 46	276 46	87 59	46 70			3,210 38
5	Bay of Quinté	8,487 78	6 84	40,578 95	179 43	669 11	428 38			9,402 63
6	Bedlington and Nelson	174 16	26 90	158 74		3 73	4 12			220 70
7	Brandon, Saskatchewan and Hudson Bay	6,324 15	1,710 81	10,624 38	982 52	100 74	184 08			7,205 32
8	British Yukon	2,811 34	1,803 51	5,241 00	342 36	117 96	33 05			3,656 68
9	Brockville, Westport and Northwestern	3,244 35	1,416 49	7,338 40	433 05	152 05	26 77			3,711 22
10	Canada Southern	303,277 29	82,150 18	727,206 22	36,262 39	12,416 03	8,017 53			322'428 75
11	Canadian Government Rys. (Intercolonial)	591,685 15	284,541 33	1,743,413 50	54,192 99	29,511 38	16,360 50			789,010 32
12	" " (P. E. Island)	27,553 45	13,151 74	43,931 86	2,174 80	1,024 75	1,044 38			37,881 72
13	Canadian Northern	1,042'426 61	454,328 75	2,116,251 93	171,057 90	60,412 84	41,423 57			1,086,598 25
14	" " Ontario	48,659 87	18,599 63	123,152 69	6,377 90	5,006 82	1,167 46			46,672 63
15	" " Quebec	72,014 72	15,820 57	213,627 37	5,967 56	2,993 56	2,659 10			61,578 42
16	Canadian Pacific	4,609,759 39	1,409,279 76	10,259,308 30	518,267 45	144,868 88	214,076 23			4,917,343 66
17	Cape Breton	2,229 70		2,831 38		224 61				1,573 00
18	Caraquet		625 00	11,100 40		506 00	100 00			3,322 65
19	Central Ontario	11,956 97	5,013 95	46,432 40	971 67	775 30				14,501 43
20	Crow's Nest Southern	9,414 16	1,111 46	16,307 35	698 87	178 22	209 97			9,509 70
21	Cumberland Railway and Coal Co	8,163 55	2,025 01	10,476 69		328 40	47 40			
22	Dominion Atlantic	43,229 47	18,894 51	98,564 50	1,833 88	1,878 37	535 48			54,958 63
23	Eastern British Columbia	2,052 33	924 72	1,468 13	51 18	206 77	233 23			2,499 55
24	Elgin and Havelock			1,946 49		161 80	311 25			1,361 33
25	Essex Terminal			1,276 15						
26	Grand Trunk	1,466,934 95	281,993 37	3,757,229 45	147,187 45	46,987 46	66,872 07			1,653,674 00
27	" (Canada Atlantic)	105,878 38	25,459 61	305,089 34	12,088 81	3,357 34	8,148 88			125,541 68
28	Halifax and South Western	25,978 59	7,154 26	78,674 73	2,413 42	1,522 21	632 55			25,913 44
29	Hereford	7,155 27	1,917 57	14,121 56	485 60	168 26	175 50			8,763 78
30	Inverness Railway and Coal Co.	6,005 67	2,104 67	15,611 36	439 99	525 00	340 96			6,797 22
31	Irondale, Bancroft and Ottawa	1,183 42	485 23	4,908 71	91 58	73 28	4 80			1,256 17
32	International of New Brunswick (Records	destroyed by	fire)							
33	Kent Northern	848 89		2,782 50	57 00	168 00				1,297 80

34	Kettle Valley	227 97		652 07	15 50	17 58						269 47
35	Kingston and Pembroke	10,314 39	4,645 66	26,191 81	745 21	395 29	341 25					11,708 14
36	Klondike Mines	2,372 80	948 90	7,151 87	177 60	128 43	93 92					3,205 60
37	Lotbinière and Megantic	1,283 40	481 56	3,407 17	49 05	105 63	77 10					
38	London and Port Stanley	9,895 94	3,749 17	21,750 28	1,187 68	385 56	351 41					10,218 95
39	Maine Central	1,926 01	541 23	2,712 52	44 45	26 75	27 77					1,672 05
40	Manitoba Great Northern	5,273 90	1,222 32	10,098 60	209 88	78 42	171 41					6,671 44
41	Maritime Coal Railway and Power Co	3,324 43	986 20	3,771 50	723 13	429 33	160 44					3,904 97
42	Massawippi Valley	17,167 99	5,189 22	30,343 67	1,481 29	381 49	361 33					21,542 05
43	Moncton and Buctouche	1,737 50		3,554 19	30 00	132 50	49 22					1,683 10
44	Midland Railway Co. of Manitoba	2,541 72	444 83	6,349 39	162 06	46 75	41 87					2,311 92
45	Montreal and Atlantic	62,958 34	16,314 93	153,834 79	2,232 16	1,837 33	2,339 62					66,811 89
46	Montreal and Province Line	4,912 25	962 14	15,712 54	734 41	218 24	114 98					5,861 30
47	Montreal and Vermont Junction	7,305 79	217 30	15,315 90	994 59	141 19	31 47					3,574 12
48	Morrissy, Fernie and Michel	5,618 85		9,304 18	329 31		371 21					8,497 08
49	Napierville Junction	1,778 54	555 51	9,592 44	415 39	113 22	29 41					2,135 38
50	Nelson and Fort Sheppard	4,790 59	698 43	9,383 45	221 67	159 59	174 13					4,656 45
51	New Brunswick Coal and Railway Co	4,524 75		9,112 85	159 51	374 50	144 55					4,468 19
52	New Brunswick and P. E. Island	3,402 86		6,337 53	50 00	429 77						3,041 41
53	New Westminster Southern	2,453 15	Cr. 9 60	3,796 04	Cr. 23 17	25 99	28 06					3,135 01
54	North Shore	606 96		765 00		76 44	18 82					
55	Ottawa and New York	8,376 67	2,906 67	20,374 90	960 16	396 79	112 88					9,819 68
56	Père Marquette	91,266 26	15,585 95	212,453 46	9,496 77	3,647 91	3,292 76					105,604 93
57	Phillipsburg Railway and Quarry Co											
58	Quebec Central	63,369 62	10,295 04	189,555 20		4,416 08	349 83					60,143 01
59	Quebec and Lake St. John	48,528 53	18,077 48	156,585 72	6,023 43	2,424 46	1,655 93					47,043 91
60	Quebec, Montreal and Southern	14,790 86	5,909 67	56,560 14	3,291 07	862 50	617 61					14,840 33
61	Quebec Oriental	5,378 60	2,472 28	19,582 33	22 23	565 57	12 30					5,561 24
62	Quebec Railway, Light and Power Co	2,993 19	327 85	5,645 10	68 39	98 81	136 09					4,160 73
63	Red Mountain	2,293 05	375 90	3,984 22	173 33	24 06	43 53					2,558 15
64	Rutland and Noyan	667 86	197 44	1,425 29	39 40	25 80	15 48					669 26
65	Salisbury and Albert	1,778 75	82 39	4,437 91	2 96	139 99	44 39					1,740 00
66	Schomberg and Aurora			2,938 00		178 89	4 92					2,622 03
67	Stanstead, Shefford and Chambly	5,110 02	1,078 02	14,469 14	587 93	190 56	108 78					4,461 90
68	St. Clair Tunnel											
69	St. Lawrence and Adirondack	26,799 58	5,480 14	83,475 87	936 18	1,069 24	527 66					35,359 67
70	St. Martins	1,153 05	343 40	2,114 63		46 59	40 43					1,728 45
71	Sydney and Louisburg	45,019 22	9,365 52	58,027 56	4,348 12	3,137 16	2,944 83					
72	Temiscouata	9,179 65		26,183 30	891 55	422 62	177 64					9,897 25
73	Temiskaming and Northern Ontario	70,340 99	29,497 14	203,923 75	16,842 32	3,804 33	1,278 59					79,758 58
74	Thousand Islands	2,725 10	64 79	6,765 43	5 00	131 91	220 59					1,186 77
75	Toronto, Hamilton and Buffalo	46,909 93	19,144 96	112,905 58	6,754 30	2,147 35	1,655 78					47,687 96
76	Vancouver, Victoria and Eastern	40,864 85	7,547 63	71,614 70	3,323 30	831 67	649 05					43,057 65
77	Victoria Terminal Railway Ferry Co	173 54	41 08	434 06	6 64	14 10	1 28					208 01
78	Victoria and Sidney, British Columbia	2,744 47	643 60	6,848 78	106 01	223 98	19 91					3,282 91
79	Wabash (in Canada)	107,170 34	22,511 99	226,650 62	12,017 85	4,757 09	5,142 87					113,158 73
80	Wellington Colliery Co	9,243 62		22,680 00	50 00		743 24					8,342 60
81	York and Carleton		1,681 00	525 00		52 40						600 00
	Final total	9,197,792 77	2,830,518 62	21,591,999 64	1,042,137 09	351,407 64	388,381 63					9,994,675 15

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	115	116	117	118	119	121	122	123	124
		TRANSPORTATION EXPENSES—*Continued.*								
		Train Supplies and Expenses.	Interlockers, Block and other Signals—Operation.	Crossing Flagmen and Gatemen.	Drawbridge Operation.	Clearing Wrecks.	Telegraph and Telephone—Operation.	Operating Floating Equipment.	Express Service.	Stationery and Printing.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co.	698 80				2,951 40	1,266 45		1,313 99	2,748 18
2	Algoma Central and Hudson Bay	4,494 48				765 12	1,490 14			1,186 94
3	Atlantic, Quebec and Western	315 65					5 00			23 50
4	Algoma Eastern	114 05	71 56			4 98	17 13			185 90
5	Bay of Quinté	1,582 49	3,578 65			796 25	44 05			987 69
6	Bedlington and Nelson					5 27	0 13			
7	Brandon, Saskatchewan and Hudson Bay	2,093 01	5,525 95	13 15		46 46	205 05			250 40
8	British Yukon	415 90				11 36	960 55			52 01
9	Brockville, Westport and Northwestern	621 20				145 70				224 46
10	Canada Southern	71,641 81	43,226 40	6,826 90	3,197 67	5,210 09	21,200 01	2,198 29		26,282 92
11	Canadian Government Rys. (Intercolonial)	198,560 29	9,962 70	15,867 82	3,240 33	18,074 83	13,185 73	49,336 30		62,846 52
12	" " (P. E. Island)	7,074 87	25 96	40 00	707 35	54 97	8,065 08	181 07		6,081 72
13	Canadian Northern	332,880 76	21,730 81	3,850 65	940 45	111,680 00	1 65			71,353 67
14	" " Ontario	25,850 99	7,992 03	1,394 34	1,192 39	9,142 82				8,431 23
15	" " Quebec	19,330 57	8,138 50	3,530 62	317 81	4,659 86	11 50			9,229 35
16	Canadian Pacific	1,936,942 62	50,475 15	40,401 17	10,942 75	263,987 93	188,831 61	61,788 26		301,892 90
17	Cape Breton	37 63					1 59			86 90
18	Caraquet	1,296 76								100 00
19	Central Ontario	1,553 65		1,153 10		317 34				605 61
20	Crow's Nest Southern	2,661 34	142 24			76 41	141 81			353 08
21	Cumberland Railway and Coal Co.	52 87				29 79	70 49			6 84
22	Dominion Atlantic	11,213 56	141 46	4 00	1,549 12	828 67	17 16			3,883 78
23	Eastern British Columbia	133 33								134 01
24	Elgin and Havelock									
25	Essex Terminal									84 23
26	Grand Trunk	387,047 15	18,493 38	74,097 61	15,569 72	57,950 51	36,580 90	96,352 63		135,800 28
27	" (Canada Atlantic)	31,465 64	624 08	2,506 97	5,726 98	5,337 74	1,189 06			9,449 18
28	Halifax and South Western	7,637 21		157 00	160 57	1,930 83	158 15		5,671 56	2,143 82
29	Hereford	1,432 43	14 69			1 82				551 97
30	Inverness Railway and Coal Co.	1,896 33				251 18	204 11			204 32
31	Irondale, Bancroft and Ottawa	61 32				40 74				150 99
32	International of New Brunswick (Records destroyed by fire)									
33	Kent Northern	15 00					171 94			65 00

34	Kettle Valley	59 75									40 60
35	Kingston and Pembroke	2,256 85	753 40	97 44		125 55					891 18
36	Klondike Mines	272 10				130 50					106 65
37	Lotbinière and Megantic	1,955 38	24 58								52 27
38	London and Port Stanley	1,013 19		804 83		143 61	309 32				989 50
39	Maine Central (formerly Washington County)	283 01									106 03
40	Manitoba Great Northern	1,749 45	6,663 65			824 80	101 59				248 50
41	Maritime Coal Railway and Power Co	111 10									51 11
42	Massawippi Valley	4,283 55	396 21			208 03	73 07				300 81
43	Moncton and Buctouche	9 16									
44	Midland Railway Co. of Manitoba	680 82					26 24				897 77
45	Montreal and Atlantic	11,402 84	2,402 08	448 26		713 62					4,808 36
46	Montreal and Province Line	1,560 60	2 96		320 80	553 9-	118 07				404 18
47	Montreal and Vermont Junction	1,246 65	36 10			606 02	191 69				1,028 84
48	Morrissey, Fernie and Michel	150 27	3,833 91			148 14		134 75			
49	Napierville Junction	314 38	847 74			126 47	20 03				134 72
50	Nelson and Fort Sheppard	1,733 95	0 58			61 83	1,880 59				220 32
51	New Brunswick Coal and Railway Co.										
52	New Brunswick and P. E. Island	286 36									
53	New Westminster Southern	833 88				6 90	37 07				105 80
54	North Shore										
55	Ottawa and New York	1,300 90	3,203 91		578 09		1,834 69				1,355 99
55	Pere Marquette	31,023 01	3,867 31	1,287 00	341 34	3,505 27	4,437 82	21,831 50			9,456 33
57	Phillipsburg Railway and Quarry Co.										
58	Quebec Central	13,184 93				918 69	2,394 31				5,492 11
59	Quebec and Lake St. John	10,957 19	Cr. 4 44	1,489 31	396 02	2,727 16	10 35				3,831 47
60	Quebec, Montreal and Southern	11,238 18	2,476 21		647 74	1,917 23	323 48				1,898 97
61	Quebec Oriental	327 26				391 14	78 40				162 73
62	Quebec Railway, Light and Power Co.	1,119 57	0 33		146 29	40 53					804 53
63	Red Mountain	389 02				37 61	45 10				80 70
64	Rutland and Noyan	112 56	0 46	5 16	16 88	14 07	8 91				42 67
65	Salisbury and Albert	91 93				4 00					76 55
66	Schomberg and Aurora	764 75									49 55
67	Stanstead, Shefford and Chambly	1,692 23	1 22		984 84	573 40	149 53				405 96
68	St. Clair Tunnel										
69	St. Lawrence and Adirondack	303 08	1,767 70	15 50		656 19	92 21				1,450 17
70	St. Martins	262 13					100 80				92 25
71	Sydney and Louisburg	795 98		477 12		1,028 05	605 59				841 85
72	Temiscouata	2,177 36				618 49					1,180 96
73	Temiskaming and North Ontario	24,557 74				5,116 76	1,345 44				12,825 21
74	Thousand Islands	112 71								612 00	22 80
75	Toronto, Hamilton and Buffalo	18,440 77	3,897 23	5,626 39		663 29	923 80				6,324 72
76	Vancouver, Victoria and Eastern	10,355 12	2,204 13	865 01	2,492 38	3,154 65	1,306 11	17,746 58			1,249 40
77	Victoria Terminal Railway and Ferry Co.	27 94				25 53					
78	Victoria and Sidney, British Columbia	442 43				402 75					
79	Wabash (in Canada)	37,046 53				4,210 78	1,624 97				4,737 83
80	Wellington Colliery Co.										
81	York and Carleton										
	Final total	3,246,648 32	202,218 86	160,959 35	49,469 52	513,957 11	291,858 47	249,569 38	7,597 55	708,465 09	

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	126	127	128	129	130	131	134	135	138
		TRANSPORTATION EXPENSES—*Continued.*								
		Other Expenses.	Loss and damage—Freight.	Loss and damage—Baggage.	Damage to Property.	Damage to Stock on Right of Way.	Injuries to Persons.	Operating Joint Tracks—Dr.	Operating Joint Tracks—Cr.	Total Transportation Expenses.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co.	192 88	1,327 27					12,512 84		107,141 59
2	Algoma Central and Hudson Bay	2,579 59	57 82			65 70	10 93			117,527 94
3	Atlantic, Quebec and Western	108 00	16 34			5 00				23,188 21
4	Algoma Eastern	264 06	31 50							20,655 43
5	Bay of Quinté	14,769 89	4 91	12 00	847 16	85 20		7,800 00		108,764 22
6	Bedlington and Nelson		0 99				20 00			658 66
7	Brandon, Saskatchewan and Hudson Bay	84 12	261 36	Cr. 6 53	48 82	367 00	2,146 56			49,078 41
8	British Yukon	781 45	21 75				0 64			29,851 72
9	Brockville, Westport and Northwestern		19 24		50 00	15 00				22,045 51
10	Canada Southern	2,766 43	70,041 71	543 69	3,219 91	716 00	12,254 20	27,052 65	31,670 08	2,930,756 82
11	Canadian Government Rys. (Intercolonial)	29,464 52	40,343 81	230 39	5,201 91	5,416 23	1,979 31	11,482 13		5,770,587 62
12	" " (P. E. Island)	38 12	543 74	3 25	530 99	65 00	19 40			236,086 08
13	Canadian Northern	2,015 85	82,938 15	1,242 20	92,794 66	7,947 28	49,209 98			8,003,665 70
14	" " Ontario	3,134 27	6,595 21	180 70	979 08	168 79	1,075 52	16,226 00		465,211 58
15	" " Quebec	328 50	2,903 59	264 07	5,460 35	1,848 77	3,750 88	3 300 00	300 00	633,440 07
16	Canadian Pacific	78,368 98	890,156 53	10,960 98	229,595 68	26,114 73	243,979 35	31,568 66	18,243 87	38,923,050 02
17	Cape Breton					14 00				8,333 33
18	Caraquet	4,720 77	262 55			115 00				26,688 13
19	Central Ontario		255 96		194 71	257 00	1,021 73			107,778 97
20	Crow's Nest Southern	223 24	411 14	Cr. 6 57	352 68	1,224 75	80 81			52,328 05
21	Cumberland Railway and Coal Co.	2,668 48	11 70							42,212 51
22	Dominion Atlantic	353 90	2,778 95	139 74	2,289 32	336 40	541 20			332,811 60
23	Eastern British Columbia	2 10	11 71							11,362 02
24	Elgin and Havelock	39 02								5,023 39
25	Essex Terminal	3,789 96								9,570 34
26	Grand Trunk	111,555 73	222,855 66	3,801 99	24,399 95	21,739 35	164,891 76	8,707 05	110,473 26	12,921,388 46
27	" (Canada Atlantic)	8,718 10	7,351 35	246 08	2,804 60	1,367 43	2,879 74	756 79	1,694 82	1,027,668 36
28	Halifax and Southwestern		523 96	8 00		57 00	1,231 81			215,041 52
29	Hereford	58 52	580 25		11 72	61 73	439 38			45,755 24
30	Inverness Railway and Coal Co.		50 89		50 00	106 00				48,835 89
31	Irondale, Bancroft and Ottawa		38 40			10 00				11,493 42
32	International of New Brunswick (Records destroyed by fire)									
33	Kent Northern	5 00								6,924 88

4	Kettle Valley	3 80									1,406 13
5	Kingston and Pembroke	438 55	258 46	33 00	102 38	5 31	192 44				84,671 13
36	Klondike Mines	625 00	205 00	17 00	8 00						17,629 07
37	Lotbinière and Megantic	741 44	67 71	4 61						229 46	9,119 16
38	London and Port Stanley	15 28	1,844 02		245 61	58 67	2,097 18	171 07	2,416 17		93,950 49
39	Maine Central (formerly Washington County)	11 02	154 42								7,736 59
40	Manitoba Great Northern	62 09	176 27	2 36	30 47	144 04	4,733 82				47,288 48
41	Maritime Coal Railway and Power Co		93 83			105 00					20,092 34
42	Massawippi Valley	41 41	306 30		27 53	216 60	416 60	947 95			111,690 41
43	Moncton and Buctouche	712 47	13 21			32 00					9,221 61
44	Midland Railway Co. of Manitoba	44 97		13 11	1 38	1 27	9 16	3,177 82			26,259 82
45	Montreal and Atlantic	380 81	4,358 44		655 90	154 20	954 52	513 55			492,273 09
46	Montreal and Province Line		452 20		189 00	20 00	79 47	75 00			39,676 23
47	Montreal and Vermont Junction		Cr. 1,268 94	1 19	1,625 00	20 00	108 29				37,438 06
48	Morrissey, Fernie and Michel	1,413 12	120 90								33,464 19
49	Napierville Junction	Cr. 0 31	Cr 158 39	15 00	480 67		6,453 26				29,227 41
50	Nelson and Fort Sheppard	118 83	170 21	Cr. 3 93	131,949 98	358 27	19 92				170,257 81
51	New Brunswick Coal and Railway Co	1,556 62	10 10		3,304 00	118 24					26,314 31
52	New Brunswick and P. E. Island		1 60			36 00					14,810 03
53	New Westminster Southern	30 76	322 42		5 62	166 93	34 27				11,614 00
54	North Shore										1,467 22
55	Ottawa and New York	156 99	491 06	57 00	487 68	90 95	1,288 97	2,229 60			84,988 76
56	Pere Marquette	1,606 45	31,136 39		4,475 67	1,373 12	20,072 00	23,535 09	124 85		834,054 89
57	Phillipsburg Railway and Quarry Co										
58	Quebec Central	47,527 41	1,578 30	5 00	315 29	315 50	3,294 22				499,145 36
59	Quebec and Lake St. John	798 59	496 00	63 35	543 45	266 00	343 80	300 00	300 00		374,029 08
60	Quebec, Montreal and Southern	159 48	1,639 18	7 50	5,115 38	51 16	3,450 75		2,779 89		170,429 23
61	Quebec Oriental	227 95	172 93			222 20	21 50				42,388 53
62	Quebec Railway, Light and Power Co	20 80	90 38		4 11	49 85	8 35				27,229 77
63	Red Mountain	20 28	50 63	7 50	21 97	1 68	22 59				14,743 96
64	Rutland and Noyan	25 80	61 90	0 94	7 04	5 16	66 60	10 32	3 28		4,690 01
65	Salisbury and Albert	664 65	10 19								10,224 10
66	Schomberg and Aurora	447 48					101 00				8,079 22
67	Stanstead, Shefford and Chambly		183 60	0 50	307 68	253 09	4,982 94	19 35			47,029 88
68	St. Clair Tunnel	14,179 93					1,399 25				59,407 86
69	St. Lawrence and Adirondack	119 38	1,682 39	43 84	1,289 60	571 48	1,946 23	10,394 06			290,631 74
70	St. Martins	377 99									7,022 43
71	Sydney and Louisburg	9,229 59	51 37		389 84		100 80				231,635 05
72	Temiscouata		66 61		632 81	216 00	166 95				68,850 73
73	Temiskaming and Northern Ontario	245 22	2,567 95	70 99	4 00	364 82	220 90				679,030 75
74	Thousand Islands	77 38	57 78	2,248 45		31 00					20,094 93
75	Toronto, Hamilton and Buffalo	362 96	3,803 40	5 83	1,236 64	466 00	3,297 32	7,464 02	5,433 23		471,008 42
76	Vancouver, Victoria and Eastern	924 24	2,699 51	113 48	384 80	1,642 17	3,065 43				396,595 86
77	Victoria Terminal Railway and Ferry Co		30 16				41 91				1,396 95
78	Victoria and Sydney, British Columbia		470 43				635 36				22,236 84
79	Wabash (in Canada)	20,925 64	39,808 32	83 50	5,697 27	1,295 36	9,164 50	108,169 34	538 51		1,050,153 97
80	Wellington Colliery Co	534 20									41,593 66
81	York and Carleton										2,258 40
	Final total	372,159 75	1,424,702 68	20,410 21	528,670 31	76,755 46	554,323 50	276,412 69	204,207 42		78,969,543 65

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	139	140	141	142	143	144	145	146	148
		GENERAL EXPENSES.								
		Salaries and Expenses of General Officers.	Salaries and Expenses of Clerks and Attendants.	General Office Supplies and Expenses	Law Expenses.	Insurance.	Relief Department Expenses.	Pensions.	Stationery and Printing.	Other Expenses.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co	7,081 00	4,464 40	1,743 35	1,781 00	2,569 47			472 04	3,192 99
2	Algoma Central and Hudson Bay	6,145 54	4,907 07	3,414 63	2,331 50	6,401 92	348 69	1,942 41	696 47	6,200 56
3	Atlantic, Quebec and Western	2,457 06	904 90	59 57		439 53			60 15	251 52
4	Algoma Eastern	2,350 82	1,515 99	993 19	1,057 26	473 42	88 19		112 58	3,220 75
5	Bay of Quinté	4,494 59	667 66	571 82	1,120 86	2,481 62			1,203 90	160 38
6	Bedlington and Nelson	63 46	32 69	3 46	704 85	138 33				
7	Brandon, Saskatchewan and Hudson Bay	512 43	1,036 93	74 40	1,355 99	1,206 74		3 41	92 02	241 24
8	British Yukon	4,265 58	2,849 13	2,526 05	46 54	1,429 32			110 62	391 90
9	Brockville, Westport and Northwestern	977 43	610 00	394 19	500 22	235 31			135,78	1 30
10	Canada Southern	33,724 87	65,004 34	7,681 92	32,394 43	2,830 95		8,780 39	8,844 66	1,716 46
11	Canadian Government Rys. (Intercolonial)	26,235 06	106,578 08	2,698 92	9,569 34		9,400 00	77,638 81	15,714 69	3,909 61
12	" " (P. E. Island)	1,603 75	7,366 46	329 34	58 02		5,116 64		528 34	168 34
13	Canadian Northern	53,816 71	175,887 91	24,381 84	61,372 46	171,372 94			22,090 67	39,404 25
14	" " Ontario	5,145 64	13,227 38	3,391 27	3,182 60	11,720 29			1,568 24	499 62
15	" " Quebec	5,120 55	13,541 45	1,692 67	11,087 48	9,502 85			1,428 77	4,751 71
16	Canadian Pacific	457.768 00	576,148 76	118,228 00	338,057 19	396,000 00			81,776 30	288,652 56
17	Cape Breton	2,861 31				381 76			94 93	57 00
18	Caraquet	4,190 26		500 00		310 75			100 00	
19	Central Ontario	3,577 64	1,920 10	934 62	205 53	975 27			88 73	
20	Crow's Nest Southern	855 54	1,602 45	96 99	3,490 20	1,620 02		4 38	126 30	389 95
21	Cumberland Railway and Coal Co	762 96	428 27	1,560 53		569 50				460 53
22	Dominion Atlantic	10,121 55	9,903 35	3,241 20	613 54	3,199 27	82 50	2,703 05	1,295 36	23,607 14
23	Eastern British Columbia		677 38	2 55		234 80			23 65	
24	Elgin and Havelock	345 88	149 65			45 00			20 00	28 14
25	Essex Terminal	2,000 00								
26	Grand Trunk	208,811 21	274,325 37	47,882 99	60,571 95	109,007 18	11,875 11	101,791 50	40,266 67	64,430 00
27	" (Canada Atlantic)	10,439 42	22,567 84	1,311 19	215 84	21,596 73		1,000 00	2,537 19	577 10
28	Halifax and South Western	6,594 55	8,046 16	1,486 93	471 99	3,442 65			446 74	852 04
29	Hereford	791 34	1,491 26	116 53	543 06	600 86		37 38	362 54	217 67
30	Inverness Railway and Coal Co	1,696 80	3,644 44	848 21	159 95	1,074 76			402 08	279 88
31	Irondale, Bancroft and Ottawa		1,202 00	166 89		112 92			9 50	17 94
32	International of New Brunswick (Records destroyed by fire)									
33	Kent Northern	1,500 00		15 20		125 00			20 00	

34	Kettle Valley	202 05		8 08		216 93				10 40	53 39	
35	Kingston and Pembroke	3,021 54	1,665 51	36 04	250 32	2,000 00				156 94	1,963 12	
36	Klondike Mines	6,600 00	2,785 50	660 73	62 00	420 00				83 30	339 69	
37	Lotbinière and Megantic	4,044 74	1,303 12	147 10		404 93				93 78	140 26	
38	London and Port Stanley	816 48	2,734 67	167 75	615 41	1,000 21			1 73	294 13	104 84	
39	Maine Central (formerly Washington County)	154 89	291 53	23 46	102 39					71 70	42 08	
40	Manitoba Great Northern	479 02	1,100 18	69 01	1,571 36	1,156 11			3 10	91 44	172 29	
41	Maritime Coal Railway and Power Co	1,040 00	600 00							77 15		
42	Massawippi Valley	974 62	3,327 33	20 02	1,768 86	1,369 31					7 76	
43	Moncton and Buctouche	1,800 00		256 46							379 32	
44	Midland Railway Co. of Manitoba	171 79	407 55	17 65	104 07	222 94			76	155 55	31 49	
45	Montreal and Atlantic		23,069 92		4,047 68	2,348 40					257 50	
46	Montreal and Province Line	515 23	829 72	37 45	1,022 20	324 46				132 01	43 71	
47	Montreal and Vermont Junction	1,401 43	2,088 39	125 41	386 24	811 00				329 96	84 63	
48	Morrissey, Fernie and Michel	4,495 00	1,290 60			1,178 21	961 00			396 00	249 20	
49	Napierville Junction	248 07	825 65	134 29	1 90	65 66				149 25	416 38	
50	Nelson and Fort Sheppard	608 76	1,018 85	68 54	3,642 12	452 40			3 15	83 95	2,652 44	
51	New Brunswick Coal and Railway Co	2,889 95	1,280 00		3 00	217 66				286 87	5,581 09	
52	New Brunswick and P. E. Island	1,500 00	400 00								848 48	
53	New Westminster Southern	238 53	486 50	26 39	929 53	279 47			1 14	39 22	81 52	
54	North Shore			99 43								
55	Ottawa and New York	1,349 50	3,191 17	910 12	1,499 14	279 17			31 20	424 36	213 21	
56	Pere Marquette	7,815 42	28,577 58	1,610 93	5,898 25	8,026 87			17 45	2,806 64	1,010 48	
57	Phillipsburg Railway and Quarry Co	2,500 00	600 00	15 00								
58	Quebec Central	16,960 14	9,231 46	2,933 55	513 90	7,200 00			854 92	1,584 99	28,148 09	
59	Quebec and Lake St. John	15,717 18	10,292 17	1,444 53	2,342 52	4,788 07				824 08	1,713 36	
60	Quebec, Montreal and Southern	3,000 11	7,786 17	1,316 99	1,335 91	1,848 00				749 64	373 66	
61	Quebec Oriental	2,944 23	986 15	255 67		234 10				236 69	Cr. 502 96	
62	Quebec Railway, Light and Power Co	1,199 01	2,295 14	378 25	214 78	1,439 88				236 61	2,711 25	
63	Red Mountain	194 98	361 52	24 92	598 86	235 99			1 11	32 03	89 95	
64	Rutland and Noyan	90 51	297 71	46 57	80 35	84 48				37 98	16 27	
65	Salisbury and Albert	1,536 50		29 00	125 00	54 50				3 00	529 60	
66	Schomberg and Aurora		120 00	41 64	27 00	172 50				45 53	90 75	
67	Stanstead, Shefford and Chambly	527 27	832 52	35 54	655 92	324 47				132 00	38 67	
68	St. Clair Tunnel					3,135 85					96 59	
69	St. Lawrence and Adirondack	1,329 23	5,506 78	1,707 37	2,601 51	374 25			26 47	670 17	201 13	
70	St. Martins	360 00	420 00	23 92	50 00	75 00				32 25	135 33	
71	Sydney and Louisburg	2,307 59	7,824 52	13,201 75	45 10	2,150 26	2,389 25			898 00		
72	Temiscouata	5,205 88	449 00	576 75	979 18	1,324 39				295 65	4,065 80	
73	Temiskaming and Northern Ontario	17,404 88	31,013 58	4,861 02	8,432 77	22,875 57				1,968 42	1,226 48	
74	Thousand Islands	2,829 25	413 70	632 52		453 34				14 99	174 09	
75	Toronto, Hamilton and Buffalo	12,094 99	11,135 98	967 51	2,619 63	Cr. 111 03				853 44	563 36	
76	Vancouver, Victoria and Eastern	2,828 52	5,597 75	350 66	9,993 53	6,615 86			15 77	451 70	1,106 75	
77	Victoria Terminal Railway and Ferry Co	193 43		24 01	2 01	8 67				36 44	10 12	
78	Victoria and Sidney, British Columbia		2,848 79	288 56	32 11	135 83				583 93	11 88	
79	Wabash (in Canada)	15,432 55	36,432 57	6,712 71	15,515 81	6,379 22				2,699 67	851 86	
80	Wellington Colliery Co.											
81	York and Carleton					5 00						
	Final total	1,011,334 22	1,512,453 07	266,635 75	601,957 19	831,127 09	30,261 38	191,858 13		198,698 78	478,766 18	

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1912—*Concluded.*

Number.	Name of Railway.	GENERAL EXPENSES—*Continued.*		RECAPITULATION OF EXPENSES.						
		150 General Administration—Joint Tracks, Yards and Terminals. Dr.	151 General Administration—Joint Tracks, Yards and Terminals. Cr.	153 Total General Expenses.	154 Maintenance of Way and Structures.	155 Maintenance of Equipment.	156 Traffic Expenses.	157 Transportation Expenses.	158 General Expenses.	160 Total Operating Expenses.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Ry. and Irrigation Co.			21,304 25	64,384 21	20,248 09		107,141 59	21,304 25	213,078 14
2	Algoma Central and Hudson Bay	674 53	3,663 69	29,999 63	116,531 90	59,376 45	2,388 03	117,527 94	29,999 63	325,823 95
3	Atlantic, Quebec and Western			4,172 73	18,425 00	867 18		23,188 21	4,172 73	46,653 12
4	Algoma Eastern			9,807 20	15,513 04	11,342 53	733 10	20,655 43	9,807 20	58,051 30
5	Bay of Quinté			10,700 77	32,316 42	32,832 43	2,180 76	108,764 22	10,700 77	186,794 60
6	Bedlington and Nelson			942 79	8,208 97	421 89	1 88	658 66	942 79	10,234 19
7	Brandon, Saskatchewan and Hudson Bay			4,523 16	31,488 29	9,604 24	3,287 38	49,078 41	4,523 16	97,981 48
8	British Yukon			11,619 14	25,644 00	6,381 92	4,336 68	29,851 72	11,619 14	77,833 46
9	Brockville, Westport and North Western			2,854 23	13,825 91	3,671 01	856 28	22,045 51	2,854 23	43,252 94
10	Canada Southern	199 46		161,177 48	841,882 95	953,485 38	211,253 30	2,930,756 82	161,177 48	5,098,555 93
11	Canadian Govt. Rys. (Intercolonial)			251,744 51	1,826,338 88	2,682,304 22	221,617 61	5,770,587 62	251,744 51	10,752,892 84
12	" " (P. E. Island)			15,170 89	117,599 64	87,286 94	823 68	236,086 08	15,170 89	456,967 23
13	Canadian Northern	815 74		549,142 52	2,608,866 45	2,900,277 13	360,474 34	8,003,665 70	549,142 52	14,422,426 14
14	" " Ontario			38,735 04	211,904 09	112,243 03	23,570 78	465,211 58	38,735 04	851,664 52
15	" " Quebec			47,125 48	226,900 39	153,933 55	26,844 04	633,440 07	47,125 48	1,088,243 53
16	Canadian Pacific			2,256,630 81	17,719,795 21	13,608,708 19	2,880,800 32	38,923,050 02	2,256,630 81	75,388,984 55
17	Cape Breton			3,395 00	7,193 80	725 12	67 80	8,333 33	3,395 00	19,715 05
18	Caraquet			5 101 01	16,377 65	7,192 83	819 30	26,688 13	5,101 01	56,178 92
19	Central Ontario			7,701 89	54,675 21	20,514 65	2,748 25	107,778 97	7,701 89	193,418 97
20	Crow's Nest Southern			8,185 83	68,322 83	19,534 78	4,357 62	52,328 05	8,185 83	152,729 11
21	Cumberland Ry. and Coal Co			3,781 79	21,538 01	14,838 00	187 87	42,212 51	3,781 79	82,558 21
22	Dominion Atlantic			33,526 96	132,806 27	63,719 78	22,826 02	332,811 60	33,526 96	585,684 63
23	Eastern British Columbia			938 38	6,029 45	7,806 73	41 65	11,362 02	938 38	26,178 23
24	Elgin and Havelock			588 67	4,218 82	580 14		5,023 39	588 67	10,441 02
25	Essex Terminal			2,000 00	5,709 78	209 09	152 72	9,570 34	2,000 00	17,641 93
26	Grand Trunk	20,615 54	11,508 12	928,070 09	3,871,367 96	6,310,851 45	1,107,600 41	12,921,388 46	928,070 09	25,139,278 37
27	" (Canada Atlantic)	0 55	11 77	60,234 09	440,565 26	305,632 13	87,594 90	1,027,668 36	60,234 09	1,921,694 74
28	Halifax and South Western			21,341 06	135,992 49	39,843 27	13,067 75	215,041 52	21,341 06	425,286 09
29	Hereford			4,160 64	39,690 19	15,038 65	2,215 68	45,755 24	4,160 64	106,860 40
30	Inverness Ry. and Coal Co			8,106 12	30,404 05	23,678 59	267 07	48,835 89	8,106 12	111,291 72
31	Irondale, Bancroft and Ottawa			1,509 25	8,864 17	783 32	203 24	11,493 42	1,509 25	22,853 40
32	International of New Brunswick (Records destroyed by fire.)									
33	Kent Northern			1,660 20	5,781 20	887 30		6,924 88	1,660 20	15,253 58

34	Kettle Valley			490 85	1,299 16		72 30	1,406 13	490 85	3,268 44
35	Kingston and Pembroke			9,093 50	63,621 47	29,332 95	2,189 87	84,671 13	9,693 50	188,908 92
36	Klondike Mines			10,951 22	17,294 29	5,196 39	457 75	17,629 07	10,951 22	51,528 72
37	Lotbiniere and Megantic	10 00		6,143 93	12,268 54	3,048 22	35 01	9,119 16	6,143 93	30,614 86
38	London and Port Stanley		104 71	5,630 51	21,659 91	25,144 01	5,899 16	93,950 49	5,630 51	152,284 08
39	Maine Central (formerly Wash'ton County)			686 05	2,715 40	2,279 61	470 19	7,736 59	686 05	13,887 84
40	Manitoba Great Northern	18 99		4,661 50	32,555 00	13,079 60	2,743 17	47,288 48	4,661 50	100,327 75
41	Maritime Coal and Railway Co			1,717 15	11,634 70	4,119 13		20,092 34	1,717 15	37,563 32
42	Massawippi Valley			7,467 99	38,345 12	34,121 63	2,108 07	111,690 41	7,467 90	193,733 13
43	Moncton and Buctouche			2,435 78	8,825 28	2,536 96	263 66	9,281 61	2,435 78	23,343 29
44	Midland Ry. Co. of Manitoba			1,111 80	12,001 87	2,701 21	1,148 08	26,259 82	1,111 80	43,222 78
45	Montreal and Atlantic			29,723 50	302,995 54	110,997 13	9,613 41	492,273 09	29,723 50	945,602 67
46	Montreal and Province Line			2,904 78	33,730 87	5,741 31	1,340 40	39,676 23	2,904 78	83,393 59
47	Montreal and Vermont Junction			5,227 06	14,502 49	10,974 56	4,728 58	37,438 06	5,227 06	72,870 75
48	Morrissey, Fernie and Michel	11,764 80		20,334 21	9,513 31	13,274 57		33,464 19	20,334 21	76,586 28
49	Napierville Junction			1,841 20	6,072 09	5,352 58	503 69	29,227 41	1,841 20	42,996 97
50	Nelson and Fort Sheppard			8,530 21	56,164 49	9,371 55	2,747 15	170,257 81	8,530 21	247,071 21
51	New Brunswick Coal and Ry. Co			10,258 57	27,943 62	12,856 71		26,314 31	10,258 57	77,373 21
52	" and P. E. Island			2,748 48	9,496 63	5,844 99		14,810 03	2,748 48	32,900 13
53	New Westminster Southern			2,082 30	12,114 72	4,112 37	1,149 42	11,614 00	2,082 30	31,072 81
54	North Shore			99 43	177 50			1,467 22	99 43	1,744 15
55	Ottawa and New York	3 31		8,351 18	46,086 05	20,803 14	6,366 63	84,988 76	8,351 18	166,595 76
56	Pere Marquette			55,763 62	218,011 39	417,274 03	57,931 55	834,054 89	55,763 62	1,583,035 48
57	Phillipsburg Ry. and Quarry Co			3,115 00	2,500 00				3,115 00	5,615 60
58	Quebec Central			67,427 65	190,109 30	158,951 57	28,343 08	499,145 36	67,427 05	943,976 36
59	" and Lake St John			37,121 91	129,828 89	135,095 75	19,798 35	374,029 08	37,121 91	695,873 98
60	" Montreal and Southern			19,410 48	137,889 64	73,091 47	5,606 65	170,429 23	19,410 48	406,427 47
61	" Oriental			4,153 88	26,741 47	12,585 95		42,388 53	4,153 88	85,869 83
62	" Ry. Light and Power Co			8,474 92	8,861 57	10,693 07	1,367 53	27,229 77	8,474 92	56,626 66
63	Red Mountain			1,542 36	13,061 81	2,817 57	613 51	14,743 96	1,542 36	32,779 21
64	Rutland and Noyan	2 03		655 90	3,303 01	2,132 64	712 92	4,690 01	655 90	11,494 48
65	Salisbury and Albert			2,277 60	10,497 51	2,538 11	27 25	10,224 10	2,277 60	25,564 57
66	Schomberg and Aurora			497 42	6,238 54	889 96		8,079 22	497 42	15,705 14
67	Stanstead, Shefford and Chambly			2,546 39	24,931 14	7,498 73	1,773 57	47,029 88	2,546 39	83,779 71
68	St. Clair Tunnel			3,232 44	10,579 39	11,339 93		59,407 86	3,232 44	84,559 62
69	St. Lawrence and Adirondack	35 78		12,452 69	70,666 03	22,985 68	6,049 18	290,631 74	12,452 69	402,785 32
70	St. Martins			1,096 50	5,103 15	575 49	125 22	7,022 43	1,096 50	13,922 79
71	Sydney and Louisburg			28,816 47	103,920 08	151,125 66	1,437 57	231,635 05	28,816 47	516,934 83
72	Temiscouata	540 00		13,436 65	51,547 07	25,462 83	3,371 12	68,850 73	13,426 65	167,668 40
73	Temiskaming and Northern Ontario		134 38	87,678 34	370,436 18	234,089 22	16,402 95	679,030 75	87,678 34	1,387,637 44
74	Thousand Islands			4,517 89	6,710 20	2,097 77	263 92	20,094 93	4,517 89	33,684 71
75	Toronto, Hamilton and Buffalo			28,123 88	169,451 39	124,164 37	16,786 01	471,008 42	28,123 88	809,534 07
76	Vancouver, Victoria and Eastern			26,960 54	199,806 93	67,066 29	15,576 90	306,595 86	26,960 54	616,006 52
77	Victoria Terminal Ry. and Ferry Co			274 71	1,003 07	338 00	59 96	1,396 95	274 71	3,072 69
78	" and Sidney, B.C			3,901 10	18,388 49	5,356 83	1,044 24	22,236 84	3,901 10	50,927 50
79	Wabash (in Canada)	8,545 64	16,807 23	75,762 80	234,664 28	511,155 62	92,953 27	1,050,153 97	75,762 80	1,964,689 94
80	Wellington Colliery Co				28,561 35	36,374 92		41,593 66		106,529 93
81	York and Carleton			5 00	1,081 87	100 00		2,258 40	5 00	3,445 27
	Final total	43,226 37	31,629 90	5,137,688 26	31,514,098 12	29,811,510 09	5,293,699 75	78,969,543 65	5,137,688 26	150,726,539 87

TABLE 9.—INCOME ACCOUNT for

Number.	Name of Railway.	Net Operating Revenue.	Net Operating Deficit.	Outside Operations.			
				Revenue.	Expenses.	Profit.	Loss.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Ry. & Irrigation Co..	170,704 33					
2	Algoma Central & Hudson Bay	219,230 81		236,803 17	142,591 37	94,211 80	
3	Algoma Eastern	39,760 66					
4	Atlantic, Quebec & Western..		19,866 66				
5	Bay of Quinté	52,039 03					
6	Bedlington and Nelson		7,637 14				
7	Brandon, Sask. & Hudson Bay		14,901 03				
8	British Yukon	202,093 08					
9	Brockville, Westport and North Western	32,250 87					
10	Canada Southern	4,568,083 13		170,453 47	155,043 74	15,409 73	
	Canadian Govt. Railways:—						
11	Intercolonial	250,517 23					
12	P. E. Island		78,193 68				
13	Canadian Northern	6,437,667 49					
14	Canadian Northern Ontario..	30,288 89					
15	Canadian Northern Quebec..	239,291 30					
16	Canadian Pacific	40,844,827 56		20,030,885 74	14,289,705 44	5,741,180 30	
17	Cape Breton		10,376 31				
18	Caraquet	10,456 33					
19	Carillon and Grenville						
20	Central Ontario	127,949 90					
21	Crow's Nest Southern		281 79				
22	Cumberland Ry. & Coal Co..	33,441 41					
23	Dominion Atlantic	419,560 81		544,050 55	521,018 41	23,032 14	
24	Eastern B. C	16,065 90					
25	Elgin and Havelock	3,411 26					
26	Essex Terminal	17,641 93					
27	Grand Trunk	10,662,696 71		230,858 05	218,348 85	12,509 20	
28	Grand Trunk (Can. Atlantic).	251,668 49					
29	Halifax and South Western	52,745 16					
30	Hereford		32,221 02	811 49	1,055 06		243 57
31	Inverness Ry. & Coal Co..	89,412 48					
32	Irondale, Bancroft & Ottawa..	3,527 06					
33	Kaslo and Slocan						
34	Kent Northern	5,493 48					
35	Kettle Valley	891 28					
36	Kingston and Pembroke	37,027 80					
37	Klondike Mines	8,505 59		6,041 55	5,728 45	313 10	
38	London and Port Stanley		33,712 12				
39	Lotbinière and Megantic	5,600 29					
40	Manitoba Great Northern	22,516 16					
41	Maritime Coal, Railway & Power Co	26,105 71					
42	Massawippi Valley	26,896 21					
43	Moncton and Buctouche	5,976 23					
44	Montreal and Atlantic	164,245 86					
45	Montreal and Province Line..	44,926 62					
46	Montreal and Vermont Jct...	49,529 86					
47	Morrissey, Fernie and Michel.	3,122 45					
48	Midland of Manitoba	17,933 00					
49	Napierville Junction	27,654 07					
50	Nelson and Fort Sheppard		166,901 51				
51	New Brunswick Coal & Railway Co		29,091 54				
52	New Brunswick & P.E. Island.	4,826 25					
53	New Westminster Southern..	27,944 46					
54	North Shore	176 27					
55	Ottawa and New York	22,720 78					
56	Père Marquette, in Canada:..	795,304 15					
57	Phillipsburg Ry. & Quarry Co	1,036 38					
58	Princeton Branch of Washington Co. Ry	2,812 89					
59	Quebec Central	407,062 75					

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the Year ended June 30, 1912.

Total Net Revenue.	Taxes Deduction.	Total Operating.		Other Income from all Other Sources.	Total Gross Corporate		Number.
		Income.	Loss.		Income.	Loss.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
170,704 33	6,750 28	163,954 05			163,954 05		1
313,442 61	2,717 50	310,725 11		4,544 04	315,269 15		2
39,760 66	309 16	39,451 50		403 75	39,855 25		3
			19,866 66	597 39		19,269 27	4
52,039 03	3,082 98	48,956 05		2,500 00	51,456 05		5
	1,531 98		9,169 12			9,169 12	6
	1,758 63		16,659 66	363 09		16,296 57	7
202,093 08	5,814 98	196,278 10		18,182 11	214,460 21		8
32,250 87	989 67	31,261 20			31,261 20		9
4,583,492 86	60,522 13	4,522,970 73		190,438 61	4,713,409 34		10
							11
							12
6,437,667 49	184,585 02	6,253,082 47			6,253,082 47		13
30,288 89	19,766 59	10,522 30		17,390 32	27,912 62		14
239,291 30	6,802 25	232,489 05		130 52	232,619 57		15
46,586,007 86	1,187,763 70	45,398,244 16		5,194,560 04	50,592,804 20		16
							17
							18
							19
127,949 90	3,723 52	124,226 38			124,226 38		20
	7,730 04		8,011 83	249 91		7,761 92	21
							22
442,592 95	721 23	441,871 72		909 01	442,780 73		23
16,065 90	1,794 02	14,271 88			14,271 88		24
							25
							26
10,675,205 91	503,030 12	10,172,175 79		2,251,905 37	12,424,081 16		27
251,668 49	34,579 42	217,089 07		38,354 98	255,444 05		28
52,745 16	25 00	52,720 16			52,720 16		29
	1,714 70		34,179 29	10 00		34,169 29	30
							31
3,527 06	870 18	2,656 88			2,656 88		32
							33
5,493 48		5,493 48			5,493 48		34
891 28	1,123 34		232 06			232 06	35
37,027 80	3,541 95	33,485 85		517 89	34,003 74		36
8,818 69		8,818 69			8,818 69		37
	3,223 17		36,935 29	4,924 15		32,011 14	38
							39
22,516 16	2,470 31	20,045 85		597 27	20,643 12		40
26,105 71		26,105 71			26,105 71		41
26,896 21	2,124 40	24,771 81		1,670 22	26,442 03		42
							43
164,245 86	19,137 32	145,108 54		1,400 00	146,508 54		44
44,926 62	3,300 00	41,626 62		276 50	41,903 12		45
49,529 86	500 00	49,029 86		268 50	49,298 36		46
3,122 45		3,122 45			3,122 45		47
17,933 00	501 12	17,431 88		693 65	18,125 53		48
27,654 07	939 71	26,714 36		69 23	26,783 59		49
	5,412 30		172,313 81	10 37		172,303 44	50
							51
4,826 25		4,826 25			4,826 25		52
27,944 46	1,167 12	26,777 34		17 00	26,794 34		53
176 27		176 27			176 27		54
22,720 78	2,262 74	20,458 04		431 53	20,889 57		55
795,304 15		795,304 15		205,576 31	1,000,880 46		56
							57
2,812 89		2,812 89			2,812 89		58
407,062 75		407,062 75		15,516 16	422,578 91		59

TABLE 9.—INCOME ACCOUNT for the

Number.	Name of Railway.	Net Operating Revenue.	Net Operating Deficit.	Outside Operations.			
				Revenue.	Expenses.	Profit.	Loss.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
60	Quebec Oriental	5,078 94					
61	Quebec Ry., Light & Power Co.	18,256 60					
62	Quebec and Lake St. John	102,181 33					
63	Quebec, Montreal & Southern		4,415 31				
64	Red Mountain		13,144 58				
65	Rutland and Noyan	2,369 17					
66	Salisbury and Albert		2,387 94				
67	Schomberg and Aurora		2,715 36				
68	Stanstead, Shefford & Chambly	16,019 20					
69	St. Lawrence and Adirondack	190,987 68					
70	St. Martins	5,083 24					
71	Sydney and Louisburg	242,093 17					
72	St. Clair Tunnel	212,376 38					
73	Temiscouata	51,380 06					
74	Temiskaming and Northern Ontario	547,784 00					
75	Thousand Islands	6,270 46					
76	Toronto, Hamilton & Buffalo	657,778 30					
77	Vancouver, Victoria & Eastern	233,269 50					
78	Victoria and Sidney	8,786 13		1,870 65	126 18	1,744 47	
79	Victoria Terminal Railway & Ferry Co	2,163 82					
80	Wellington Colliery Co		11,381 11				
81	Wabash, in Canada	316,896 89					
82	York and Carleton	2,224 79					
	Totals	69,104,440 02	427,227 10	21,221,774 67	15,333,617 50	5,888,400 74	243 57

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Year ended June 30, 1912—*Continued.*

Total Net Revenue.	Taxes Deduction.	Total Operating.		Other Income from all Other Sources.	Total Gross Corporate.		Number.
		Income.	Loss.		Income.	Loss.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
5,078 94		5,078 94			5,078 94		60
							61
102,181 33	1,642 71	100,538 62		5,517 53	106,056 15		62
	7,753 35		12,168 66	145,375 78	133,207 12		63
	1,073 58		14,218 16	5 00		14,213 16	64
2,369 17	19 50	2,349 67		4,000 00	6,349 67		65
							66
			2,715 36			2,715 36	67
16,019 20	700 00	15,319 20		142 42	15,461 62		68
190,987 68	1,850 85	189,136 83		609 75	189,746 58		69
							70
							71
212,376 38	30,037 61	182,338 77		1,396 00	183,734 77		72
51,380 06	3,432 88	47,947 18		5,640 14	53,587 32		73
547,784 00		547,784 00		103,103 66	650,887 66		74
6,270 46	76 18	6,194 28		2,307 20	8,501 48		75
657,778 30	6,312 52	651,465 78		53,001 76	704,467 54		76
233,669 50	48,717 11	184,352 39			184,352 39		77
10,530 60	797 94	9,732 66			9,732 66		78
2,163 82	2,287 01		123 19	518 96	395 77		79
							80
							81
							82
73,990,792 53	2,186,987 82	71,834,357 71	326,593 09	8,274,126 12	80,090,032 07	308,141 33	

TABLE 9.—INCOME ACCOUNT for

Number.	Name of Railway.	DEDUCTIONS FROM		
		Rents accrued for lease of other roads.	Other rents.	Loss on separately operated properties.
		$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co.		15,262 71	
2	Algoma Central and Hudson Bay		32,184 18	
3	Algoma Eastern		2,292 65	
4	Atlantic, Quebec and Western		105 32	
5	Bay of Quinté		10 00	
6	Bedlington and Nelson		4,173 09	
7	Brandon, Saskatchewan and Hudson Bay		4,444 20	
8	British Yukon			
9	Brockville, Westport and North Western		1,022 36	
10	Canada Southern		1,610,857 55	35,065 65
13	Canadian Northern	238,960,00	372,037 36	
14	Canadian Northern Ontario		950 00	
15	Canadian Northern, Quebec		13,195 23	
16	Canadian Pacific	2,374,575 63	857,274 66	
21	Crow's Nest Southern		8,831 78	
20	Central Ontario		10,498 61	
23	Dominion Atlantic	103,111 50	20,504 00	
24	Eastern British Columbia		373 44	
27	Grand Trunk	755,336 22	826,998 76	
28	Grand Trunk (Canada Atlantic division)	25,000 00	1,114 00	
29	Halifax and South Western		6,988 90	
30	Hereford		617 56	
32	Irondale, Bancroft and Ottawa		1,369 55	
34	Kent Northern			
35	Kettle Valley		778 31	
36	Kingston and Pembroke			
37	Klondike Mines			
38	London and Port Stanley	17,438,89	14,197 85	
40	Manitoba Great Northern		14,518 36	
41	Maritime Coal, Railway and Power Co		4,231 14	
42	Massawippi Valley	24,000 00	29,992 61	
44	Montreal and Atlantic	33,120 00	31,665 50	
45	Montreal and Province Line		17,167 38	
46	Montreal and Vermont Junction		17,091 83	
48	Midland of Manitoba		9,002 28	
47	Morrissey, Fernie and Michel			
49	Napierville Junction		8,247 04	
60	Nelson and Fort Sheppard		5,623 12	
52	New Brunswick and P. E. Island		1,595 57	
53	New Westminster Southern		3,846 50	
54	North Shore			
55	Ottawa and New York		14,165 25	
56	Père Marquette	166,661 98	445,628 01	
58	Maine Central (Princeton Branch)		48 82	
59	Quebec Central			
60	Quebec Oriental		4,712 93	
62	Quebec and Lake St. John		38,471 56	
63	Quebec, Montreal and Southern		2,448 01	
64	Red Mountain		807 03	
65	Rutland and Noyan			
67	Schomberg and Aurora			
68	Stanstead, Shefford and Chambly		15,249 99	
69	St. Lawrence and Adirondack	10,000 00	163,819 91	
72	St. Clair Tunnel			
73	Temiscouata			
74	Temiskaming and Northern Ontario		18,712 11	
75	Thousand Islands		141 14	
76	Toronto, Hamilton and Buffalo		114,350 10	
77	Vancouver, Victoria and Eastern		45,371 75	
78	Victoria and Sidney		4,307 07	
79	Victoria Terminal Railway and Ferry Co		272 62	
	Final totals	3,748,204 22	4,817,569 35	35,065 65

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the Year ended June 30, 1912.—*Continued.*

Gross Corporate Income.					Net Corporate.		
Interest accrued on Funded Debt.	Other interest.	Sinking Funds.	All other Deductions.	Total Deductions.	Income.	Loss.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
				15,262 71	148,691 34		1
164,967 31	12,740 86		2,003 83	211,896 18	103,372 97		2
18,838 91	1,350 20		500 00	22,981 76	16,873 49		3
				105 32		19,374 59	4
42,750 00	6,948 68	10,000 00	2,500 00	62,208 68		10,752 63	5
				4,173 09		13,342 21	6
				4,444 20		20,740 77	7
102,238 00			13,764 08	116,002 08	98,458 13		8
			750 00	1,772 36	29,488 84		9
1,145,200 00				2,791,123 20	1,922,286 14		10
5,221,437 14				5,832,434 50	420,647 97		13
	200 03			1,150 03	26,762 59		14
343,760 97				356,956 20		124,336 63	15
1,995,498 33	15,493 37			5,242,751 99	45,350,052 21		16
				8,831 78		16,593 70	21
48,818 04		9,723 33		69,049 98	55,176 40		20
170,251 44				293,866 94	148,913 79		23
25,200 00				25,573 44		11,301 56	24
5,711,548 13			959,491 87	8,253,374 98	4,170,706 18		27
640,007 36			3,433 60	669,555 96		414,111 91	28
12,750 00				19,738 90	32,981 26		29
32,000 00			500 00	33,117 56		67,286 85	20
				1,369 55	1,287 33		32
2,040 00	40 00		2,000 00	4,080 00	1,413 48		34
22,000 00				22,778 31		23,010 37	35
17,160 00				17,160 00	16,843 74		36
					8,818 69		37
				31,636 74		63,647 88	38
				14,518 36	6,124 76		40
				4,231 14	21,874 57		41
				53,992 61		27,550 58	42
52,650 00				117,435 15	29,073 39		44
	8,000 00			25,167 38	16,735 74		45
			20,000 00	37,091 83	12,206 53		46
				9,002 28	9,123 25		48
3,871 32	12 83			3,884 15		761 70	47
				8,247 04	18,536 55		49
				5,623 12		177,926 56	50
4,698 71				6,294 28		1,468 03	52
				3,846 50	22,947 84		53
2,100 00				2,100 00		1,923 73	54
				14,165 25	6,724 32		55
249,800 00				862,089 99	138,790 47		56
	3,150 00			3,198 82		385 93	58
117,741 60				117,741 60	304,837 31		59
63,310 00			5,939 00	73,961 93		68,882 99	60
170,167 81	85,364 13			294,003 50		187,947 35	62
	266,842 29			269,290 30		136,083 18	63
				807 03		15,020 19	64
4,000 00				4,000 00	2,349 67		65
	25,010 27			25,010 27		27,725 63	67
6,234 60				21,484 59		6,022 97	68
48,768 98				222,588 89		32,842 31	69
125,000 00				125,000 00	58,734 77		72
12,166 66		9,733 33		21,899 99	31,687 33		73
			3,815 59	22,527 70	628,359 96		74
3,018 33				3,159 47	5,342 01		75
171,200 00	11,412 14			296,962 24	407,505 30		76
				45,371 75	138,980 64		77
	1,505 16			5,812 23	3,920 43		78
				272 62	123 15		79
16,751,193 64	437,979 96	29,466 66	1,014,698 97	26,834,178 45	54,416,752 54	1,469,040 25	

TABLE 9.—INCOME Account for

Number.	Name of Railway.	Disposal of Net			
		Dividends on			Total.
		Common Stock.	Preferred Stock.	Other Securities.	
		$ cts.	$ cts.	$ cts.	$ cts.
2	Algoma Central and Hudson Bay				
8	British Yukon	5,000 00	86,080 95		91,080 95
10	Canada Southern	450,000 00			450,000 00
16	Canadian Pacific	18,000,000 00	8,424,344 83		26,424,344 83
20	Central Ontario				
27	Grand Trunk		4,167,365 53		4,167,365 53
30	Hereford	32,000 00			32,000 00
	Final totals	18,487,000 00	12,677,791 31		31,164,791 31

the Year ended June 30, 1912—*Concluded.*

CORPORATE INCOME.

Additions and Betterments Charged to Income.	Appropriations to Reserve.	Miscellaneous.	Applied to Improvements	Total Deductions.	Balance to		Number.
					Credit of Profit and Loss Account.	Debit of Profit and Loss Account.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
	5,000 00			5,000 00	98,372 97		2
	5,946 47			97,027 42	1,430 71		8
				450,000 00	1,472,286 14		10
			289,234 48	26 713,579 31	18,636,472 90		16
16,505 14	2,692 69	1,571 20		20,769 03	34,407 37		20
				4,167,365 53	3,340 65		27
154 60				32,154 60		99,441 45	30
16,659 74	13,639 16	1,571 20	289,234 48	31,485,895 89	20,246,310 74	99,441 45	

TABLE 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage, and Mileage Operated for the Year ending June 30, 1912.

No.	Name of Railway.	Passengers Carried.	Passengers Carried One Mile.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Total Passenger Revenue.	Total Passenger Earnings.	Total other Earnings.
		No.	No.	Miles.	Miles.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co.	74,215	3,011,316	64,832	17,750	84,482 33	96,448 88	18,161 05
2	Algoma and Central and Hudson Bay	37,773	1,392,862	43,216	39,513	51,513 61	51,521 81	179,343 20
3	Atlantic, Quebec and Western	17,282	375,191	.....	36,222	11,586 78	11,918 61	23 40
4	Algoma Eastern	4,031	41,618	.....	19,181	1,628 75	1,628 75	1,242 68
5	Bay of Quinté	108,128	1,594,922	.....	166,883	38,127 36	47,988 41	5,338 61
6	Bedlington and Nelson	1,201	8,241	28	2,036	329 24	345 95	0 09
7	Brandon, Saskatchewan and Hudson Bay	27,977	930,129	43,470	.....	25,147 54	29,916 84	406 48
8	British Yukon	9396	591,914	1,972	39,610	59,205 12	66,370 86	3,509 93
9	Brockville, Westport and Northwestern	74,574	2,237,220	29,530	28,170	33,716 11	39,139 92	81 58
10	Canada Southern	1,278,079	105,873,239	1,804,139	131,499	2,470,432 49	3,085,335 86	47,834 34
11	Canadian Government Railways—Intercolonial	3,473,273	174,533,564	2,742,833	385,492	2,943,536 25	3,558,198 19	185,145 79
12	Canadian Government Railways—P. E. Island	404,564	9,280,143	144,145	207,729	156,018 29	187,310 56	10,963 58
13	Canadian Northern	1,681,760	158,400,017	2,658,953	655,110	3,349,317 00	3,997,900 24	1,287,154 28
14	Canadian Northern Ontario	247,540	11,299,577	332,417	142,785	226,459 60	258,772 26	27,744 61
15	Canadian Northern Quebec	614,260	19,819,446	211,216	210,639	313,733 88	348,780 09	23,438 38
16	Canadian Pacific	13,593,569	1,610,251,856	19,591,027	1,727,792	31,282,157 69	35,098,796 85	1,930,603 19
17	Cape Breton	7,176	164,848	.....	19,711	4,696 85	4,985 89	16 25
18	Caraquet	17,383	655,316	.....	47,078	18,045 73	21,343 65	.....
19	Central Ontario	162,761	3,816,871	129,534	45,072	79,795 57	93,147 27	7,229 39
20	Crow's Nest Southern	22,634	554,720	45,608	156	21,250 89	24,708 46	702 37
21	Cumberland Railway and Coal Co.	46,306	575,049	517	26,612	14,216 08	18,245 19	163 67
22	Dominion Atlantic	420,320	18,704,240	307,237	185,649	377,178 36	421,033 78	4,914 44
23	Eastern British Columbia	7,195	72,840	.....	7,701	4,108 60	4,333 60	112 40
24	Elgin and Havelock	11,405	148,265	.....	19,600	3,529 21	4,353 08	.....
25	Essex Terminal	.....	.....	.....	.....	.....	.....	4261 00
26	Grand Trunk	11,506,224	573,956,527	8,133,032	518,448	10,414,767 62	12,426,044 70	397,139 43
27	Grand Trunk (Canada Atlantic)	591,968	20,624,385	611,110	132,495	437,790 85	509,347 04	29,790 55
28	Halifax and Southwestern	215,986	7,192,454	87,574	240,137	198,876 37	232,270 91	3,252 80
29	Hereford	33,207	735,494	33,797	33,031	16,529 76	20,111 24	1,164 87
30	International of New Brunswick, (Records destroyed by fire)	.....	.....	.....	.....	.....	.....	.....
31	Inverness Railway and Coal Co.	35,886	848,851	.....	42,914	22,317 75	23,627 48	1,237 08
32	Irondale, Bancroft and Ottawa	15,257	283,265	.....	34,341	7,196 35	9,018 38	539 90
33	Kent Northern	8,600	232,200	.....	16,902	7,341 87	8,724 17	.....
34	Kettle Valley	781	15,043	.....	1,760	513 45	513 45	80 00
35	Kingston and Pembroke	98,529	2,561,754	31,393	97,968	55,253 17	66,546 56	4,405 90

36	Klondike Mines	463	10,730	.....	1,638	1,667 50	2,069 20	401 01
37	Lotbinière and Megantic	10,279	156,758	.....	18,780	4,187 20	5,695 78	9 00
38	London and Port Stanley	172,485	2,815,529	65,144	14,840	31,939 73	38,640 87	886 15
39	Maine Central	97,277	496,113	4,175	9,133	8,896 77	9,692 23	.....
40	Manitoba Great Northern	10,887	244,297	8,944	23,761	6,736 10	7,766 28	77 85
41	Maritime Coal Railway and Power Co	21,191	198,956	.....	10,516	6,431 65	7,444 40	.....
42	Massawippi Valley	152,867	2,806,014	99,279	.....	67,184 18	71,988 09	911 45
43	Moncton and Buctouche	22,457	463,061	.....	21,916	9,673 86	10,785 02	53 93
44	Montreal and Atlantic	344,083	8,306,957	167,615	131,713	194,631 91	222,710 96	25,402 81
45	Montreal and Province Line	206,379	3,068,030	54,415	17,518	56,475 80	63,660 99	2,147 88
46	Montreal and Vermont Junction	122,476	2,265,117	63,605	.....	53,229 21	61,656 00	109 60
47	Morrisey, Fernie and Michel	84,550	515,755	.....	24,668	7,600 50	7,600 50	.....
48	Midland Railway Co. of Manitoba	13,893	775,316	17,004	.....	19,278 14	22,613 19	82 77
49	Napierville Junction	14,723	188,443	.....	16,902	4,853 29	5,637 40	375 95
50	Nelson and Fort Sheppard	23,602	720,003	37,560	.....	25,772 75	32,311 75	2,923 67
51	New Brunswick Coal and Railway Co	18,640	389,162	.....	56,102	10,127 00	11,775 57	3,748 39
52	New Brunswick and Prince Edward Island	26,841	561,182	7,240	25,060	10,423 97	12,933 13	115 97
53	New Westminster Southern	25,166	297,558	.....	21,641	10,416 61	14,058 07	6,210 64
54	North Shore	850	6,800	.....	4,848	196 65	196 65	.....
55	Ottawa and New York	138,844	3,553,598	77,271	.....	73,640 00	82,848 56	3,739 72
56	Pere Marquette	312,770	6,261,271	272,180	6,643	131,280 30	170,453 64	8,521 26
57	Phillipsburg Railway and Quarry Co	.....	.....	.....	6,245	.....	.....	.....
58	Quebec Central	402,682	17,469,670	231,592	242,958	368,179 02	418,238 86	11,498 06
59	Quebec and Lake St. John	352,463	11,973,434	188,569	44,657	242,016 26	280,400 59	12,160 41
60	Quebec, Montreal and Southern	230,665	5,229,971	126,512	86,026	134,598 33	149,464 27	507 04
61	Quebec Oriental	26,917	1,354,237	17,192	40,178	35,759 64	40,798 76	37 67
62	Quebec Railway, Light and Power Co	100,449	804,604	7,547	.....	11,843 82	11,843 82	623 50
63	Red Mountain	8,552	76,748	18	6,588	2,695 98	3,606 34	251 79
64	Rutland and Noyan	124,578	422,319	5,441	.....	8,448 84	8,807 38	.....
65	Salisbury and Albert	11,403	235,190	.....	23,560	6,620 79	9,319 52	752 98
66	Schomberg and Aurora	20,634	201,112	.....	22,507	6,035 00	6,035 00	22 12
67	Stanstead, Shefford and Chambly	171,112	1,269,672	44,225	17,122	31,933 00	41,068 82	2,615 10
68	St. Clair Tunnel	.....	.....	.....	.....	.....	.....	.....
69	St. Lawrence and Adirondack	627,935	13,378,914	186,591	.....	214,091 06	236,845 97	2,570 82
70	St. Martins	11,120	211,372	.....	17,580	5,156 49	6,188 49	410 79
71	Sydney and Louisburg	120,135	1,692,585	20,870	16,972	38,737 24	41,631 24	17,252 78
72	Temiscouata	68,129	2,127,433	75,751	70,091	53,061 98	61,346 89	3,536 49
73	Temiskaming and Northern Ontario	484,467	26,885,025	440,883	14,442	679,150 04	760,190 14	89,901 12
74	Thousand Islands	47,358	284,148	.....	32,456	8,950 69	13,336 57	2,567 76
75	Toronto, Hamilton and Buffalo	581,302	17,404,896	793,496	.....	341,153 56	369,161 53	9,904 01
76	Vancouver, Victoria and Eastern	286,776	8,018,508	138,118	98,892	232,264 53	272,141 84	15,235 07
77	Victoria Terminal Railway and Ferry Co	88,046	87,166	999	351	2,437 96	2,465 06	504 09
78	Victoria and Sidney, B.C	91,121	1,001,336	16,135	5,655	27,930 54	28,359 24	644 99
79	Wabash (in Canada)	584,529	35,095,556	726,412	11,158	621,238 84	648,497 26	4,321 89
80	Wellington Colliery Railway Co	7,706	82,829	.....	31,200	4,245 75	4,605 75	.....
81	York and Carleton	6,085	60,850	.....	8,573	1,705 60	1,983 20	.....
	Final total	41,124,181	2,910,251,636	40,440,393	6,473,382	56,543,663 60	65,048,186 66	4,394,426 00

TABLE 10. SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage and Mileage Operated for the Year ending June 30, 1912—*Concluded.*

Number.	Name of Railway.	Tons Carried.	Tons Carried One Mile.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Total Freight Revenue.	Total Freight Earnings.	Total Revenue Train Mileage.	Total Gross Earnings.	Total Operating Expenses.
		Number.	Number.	Miles.	Miles.	$ cts.	$ cts.	Miles.	$ cts.	$ cts.
1	Alberta Ry. and Irrigation Co.	174,348	11,468,205	17,750	41,741	269,172 54	269,172 54	124,323	383,782 47	213,078 14
2	Algoma Central and Hudson Bay	444,285	14,594,790	39,513	36,346	208,908 77	314,189 75	131,418	545,054 76	325,823 95
3	Atlantic, Quebec and Western	15,470	528,832	36,222	3,670	14,844 45	14,844 45	39,892	26,786 46	46,653 12
4	Algoma Eastern	505,612	4,703,091	19,181	.....	93,747 63	94,940 53	19,181	97,811 96	58,051 30
5	Bay of Quinté	276,509	9,982,033	166,883	30,806	184,819 61	185,306 61	197,689	238,833 63	186,794 60
6	Brandon, Saskatchewan & Hudson Bay	3,388	30,521	2,036	62	2,247 39	2,251 01	2,128	2,567 05	10,234 19
7	Bedlington and Nelson	80,553	3,795,513	.....	22,624	50,201 18	52,757 13	66,232	83,080 45	97,981 48
8	British Yukon	24,374	2,038,112	39,610	2,743	210,045 75	210,045 75	44,325	279,926 54	77,833 46
9	Brockville, Westport and Northwestern	30,596	1,009,668	28,170	1,350	36,282 31	36,282 31	59,560	75,503 81	43,252 94
10	Canada Southern	7,004,713	1,059,380,230	131,499	1,691,269	6,488,853 07	6,533,468 86	3,627,339	9,666,639 06	5,098,555 93
11	Canadian Gov't Railways, (Intercolonial)	4,674,692	1,267,674,858	385,492	4,454,060	7,165,722 70	7,259,766 09	7,582,385	11,003,410 07	10,752,892 84
12	" " " (P. E. Island)	124,242	4,804,726	207,729	.....	180,499 41	180,499 41	361,496	378,773 55	456,967 23
13	Canadian Northern	5,970,449	2,024,003,946	655,110	5,900,047	15,337,533 95	15,575,039 11	8,235,664	20,860,093 63	14,422,426 14
14	Canadian Northern, Ontario	648,581	60,889,252	142,785	237,730	586,163 58	595,436 54	712,932	881,953 41	851,664 52
15	Canadian Northern, Quebec	874,143	72,701,542	210,639	268,754	872,026 49	955,316 36	701,409	1,327,534 83	1,088,243 53
16	Canadian Pacific	25,940,238	10,180,782,322	1,727,792	25,638,692	78,588,172 52	79,204,412 07	47,020,362	116,233,812 11	75,388,984 55
17	Cape Breton	6,474	92,064	19,711	.....	4,336 60	4,336 60	19,711	9,338 74	19,715 05
18	Caraquet	37,484	1,461,878	47,078	.....	43,742 60	45,291 60	47,078	66,635 25	56,178 92
19	Central Ontario	269,177	7,493,217	45,072	48,560	220,692 21	220,692 21	223,166	321,368 87	193,418 97
20	Crow's Nest Southern	177,489	8,071,631	156	40,557	126,852 49	127,036 49	86,321	152,447 32	152,729 11
21	Cumberland Ry. and Coal Co	389,197	6,295,732	26,612	19,905	97,590 85	97,590 85	47,034	115,999 62	82,558 21
22	Dominion Atlantic	412,300	22,676,500	185,649	116,141	578,842 22	579,297 22	611,552	1,005,245 44	585,684 63
23	Eastern British Columbia	140,824	1,501,232	7,704	.....	37,788 13	37,798 13	7,704	42,244 13	26,178 23
24	Elgin and Havelock	15,371	395,604	19,600	.....	9,519 20	9,519 20	19,600	13,852 28	10,441 02
25	Essex Terminal	120,661	1,206,610	.....	19,300	34,822 86	35,022 86	19,300	35,283 86	17,641 93
26	Grand Trunk	17,972,015	3,282,187,091	518,448	10,263,141	22,562,596 45	22,978,790 95	18,934,930	35,801,975 08	25,139,278 37
27	" (Canada Atlantic)	1,720,419	194,492,967	132,495	697,992	1,520,313 78	1,634,225 64	1,442,469	2,173,363 23	1,921,694 74
28	Halifax and Southwestern	252,442	11,966,755	240.137	35,926	236,838 94	242,507 54	368,910	478,031 25	427,286 09
29	Hereford	145,616	2,920,280	33,031	11,214	53,360 27	53,363 27	78,042	74,639 38	106,860 40
30	International of New Brunswick	Record	destroyed by	fire.	.....	.....	.....	.....	.....	.....
31	Inverness Ry. and Coal Co.	306,771	17,268,215	42,914	69,121	175,759 64	175,839 64	112,035	200,704 20	111,291 72
32	Irondale, Bancroft and Ottawa	24,148	627,760	34,344	.....	16,592 18	16,822 18	34,344	26,380 46	22,853 40
33	Kent Northern	9,106	262,602	16,902	.....	12,022 89	12,022 89	16,902	20,747 06	15,253 58
34	Kettle Valley	2,963	39,082	1,760	.....	2,832 88	3,566 27	1,760	4,159 72	2,268 44
35	Kingston and Pembroke	140,922	6,623,334	97,968	9,172	146,394 42	163,796 06	138,533	225,936 72	188,908 92
36	Klondike Mines	23,841	245,716	1,638	6,079	57,564 07	57,564,07	7,717	60,034 31	51,528 72

37	Lotbinière and Megantic	56,675	798,325	18,780		30,510 37	30,510 37	19,707	36,215 15	30,614 86	
38	London and Port Stanley	537,978	8,200,468	11,840	41,564	72,625 48	79,044 91	121,548	118,571 96	152,284 08	
39	Maine Central	198,283	991,415	9,133	2,487	7,008 50	7,008 50	15,795	16,700 73	13,887 84	
40	Manitoba Great Northern	194,294	11,997 496	23,761	18,904	114,874 36	114,999 78	51,609	122,843 91	100,327 75	
41	Maritime Coal Ry. and Power Co	199,417	2,024,240	10,516	11,664	56,224 63	56,224 63	22,180	63,669 03	37,563 32	
42	Massawippi Valley	563,151	17,146,104		95,964	146,419 26	147,729 80	195,243	220,629 34	193,733 13	
43	Moncton and Buctouche	26,201	503,178	21,916		18,480 57	18,480 57	21,916	29,319 52	23,343 29	
44	Montreal and Atlantic	1,339,601	73,829,960	131,713	365,532	853,745 21	861,734 76	665,125	1,109,848 53	945,602 67	
45	Montreal and Province Line	96,080	2,473,250	17,518	29,182	62,361 45	62,511 34	101,632	128,320 21	83,393 59	
46	Montreal and Vermont Junction	447,932	9,827,924		49,426	60,390 39	60,635 01	113,145	122,400 61	72,870 75	
47	Morrissey, Fernie and Michel	381,099	2,324,703	24,668		64,330 60	72,108 23	24,668	79,708 73	76,586 28	
48	Midland Ry. Co. of Manitoba	22,184	1 549,225		9,415	38,354 55	38,459 82	26,419	61,155 78	43,222 78	
49	Napierville Jct	271,534	7,579,803	16,902	9,839	64,637 69	64,637 69	26,741	70,651 04	42,996 97	
50	Nelson and Fort Sheppard	25,694	1,128,889		18,990	44,483 08	44,934 28	56,784	80,169 70	247,071 21	
51	New Brunswick Coal and Ry. Co	56,906	2,395,879	56,102		32,757 71	32,757 71	56,102	48,281 67	77,373 21	
52	New Brunswick and P. E. Island	48,475	727,125	25,060	26,900	24,677 28	24,677 28	59,200	37,726 38	32,900 13	
53	New Westminster Southern	52,277	694,547	21,641	16	38,718 56	38,748 56	21,657	59,017 27	31,072 81	
54	North Shore	4,306	34,448	4,848		1,723 77	1,723 77	4,848	1,920 42	1,744 15	
55	Ottawa and New York	221,688	9,173,068		58,076	102,616 84	102,728 26	135,403	189,316 54	166,595 76	
56	Pere Marquette	2,007,845	381,106,818	6,643	881,595	2,171,327 59	2,199,364 73	1,160,474	2,378,339 63	1 583,035 48	
57	Phillipsburg Ry. and Quarry Co	14,592	87,552	6,245		6,651 38	6,651 38	6,245	6,651 38	5,615 00	
58	Quebec Central	931,257	71.197,944	242,958	64,891	921,302 19	921,202 19	738,035	1,351,039 11	943,976 36	
59	Quebec and Lake St. John	381,416	35,662,632	44,657	243,213	503,325 74	505,494 31	483,446	798,055 31	695,873 98	
60	Quebec, Montreal and Southern	389,663	20,131,805	86,026	67,747	251,025 88	252,040 85	280,285	402,012 16	406,427 47	
61	Quebec Oriental	32,314	2,574,978	40,178	36,855	50,112 38	50,112 34	94,225	90,948 77	85,869 83	
62	Quebec Ry., Light and Power Co	162,784	1,986,879		22,929	59,823 74	62,415 94	30,476	74,883 26	56,626 66	
63	Red Mountain	27,103	237,120	6,588	7,248	13,359 00	15,776 50	13,854	19,634 63	32,779 21	
64	Rutland and Noyan	99,248	336,451		2,433	5,055 77	5,055 77	7,874	13,863 65	11,494 48	
65	Salisbury and Albert	21,844	226,757	23,560		13,104 13	13,104 13	23,560	23,176 63	25,564 57	
66	Schomberg and Aurora	11,367	113,660	22,507		6,932 66	6,932 66	22,507	12,989 78	15,705 14	
67	Stanstead, Shefford and Chambly	473,555	2,183,188	17,122	26,939	55,640 31	56,115 49	88,408	99,798 91	83,779 71	
68	St. Clair Tunnel					296,936 00	296,936 00		296,936 00	84,559 62	
69	St. Lawrence and Adirondack	866,278	30,766,666		123,761	353,432 42	354,356 21	311,003	593,773 00	402,785 32	
70	St. Martins	17,085	233,524	17,580		12,406 75	12,406 75	17,580	19,006 03	13,922 79	
71	Sydney and Louisburg	4,330,338	61,192,946	16,972	230,748	673,790 17	700,143,98	268,590	759,028 00	516,934 83	
72	Temiscouata	147,951	6,294,599	70,091	6,369	148,703 52	149,165 08	150,211	214,048 46	162,668 40	
73	Temiscaming and Northern Ontario	588,890	74,266,754	14,442	419,585	1,072,095 10	1,085,330 18	378,579	1,935,421 44	1,387,637 44	
74	Thousand Islands	37,734	226,404	32,456		24,050 84	24,050 84	32,456	39,955 17	33,684 71	
75	Toronto, Hamilton and Buffalo	2 341,576	90,979,320		180,950	1,025,662 29	1,088,243 83	477,599	1,467,312 37	809,534 07	
76	Vancouver, Victoria and Eastern	954,608	27,517,107	89,892	79,041	553,303 25	561,699 11	307,636	849,076 02	616,006 52	
77	Victoria Terminal Ry. and Ferry Co	32,957	32,627	351	629	2,264 36	2,267 36	1,979	5,236 51	3,072 69	
78	Victoria and Sidney, B. C.	34,365	463,550	5,655	10,199	30,544 40	30,709 40	31,989	59,713 63	50,927 50	
79	Wabash (in Canada)	1,317,283	305,235,674	11,158	842,048	1,623.174 51	1,628,767 68	1,580,322	2,281,586 83	1,964,689 94	
80	Wellington Colliery Ry. Co	504,821	5,426,825	31,200		90,543 07	90,543 07	31,200	95,148 82	106,529 93	
81	York and Carleton	14,279	142,790	8,573		3,686 86	3,686 86	8,573	5,670 06	3,445 27	
	Final total	89,444,331	19,558,190,527	6,473,882	53,652,141	148,030,898 60	149,961,140 13	100,930,271	219,403,752 79	150,726,539 87	

TABLE 11.—SUMMARY of Train Mileage for the Year ending June 30, 1912.

Number.	Name of Railway.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Special Train Mileage.	Total Revenue Train Mileage.	Mileage of Non-Revenue Trains.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
1	Alberta Railway and Irrigation Co	64,832	17,750	41,741		124,323	
2	Algoma Central and Hudson Bay	43,216	39,515	36,346	12,343	131,418	13,915
3	Atlantic, Quebec and Western		36,222	3,670		39,892	1,791
4	Algoma Eastern		19,181			19,181	62
5	Bay of Quinte		166,883	30,806		197,689	
6	Bedlington and Nelson	28	2,056	62	2	2,128	
7	Brandon, Saskatchewan and Hudson Bay	43,470		22,624	138	66,232	1,290
8	British Yukon	1,972	39,610	2,743		44,325	960
9	Brockville, Westport and Northwestern	29,530	28,170	1,350	510	59,560	360
10	Canada Southern	1,804,139	131,499	1,691,269	432	3,627,339	25,049
11	Canadian Government Railways (Intercolonial)	2,742,833	385,492	4,454,060		7,582,385	274,181
12	" " " (P. E. Island)	144,145	207,729		9,622	361,496	
13	Canadian Northern	2,658,953	655,110	5,900,047	21,554	9,235,664	509,386
14	Canadian Northern, Ontario	332,417	142,785	237,730		712,932	57,596
15	Canadian Northern, Quebec	211,216	210,639	268,754	10,800	701,409	23,119
16	Canadian Pacific	19,591,027	1,727,792	25,638,692	62,851	47,020,362	1,960,153
17	Cape Breton		19,711			19,711	
18	Caraquet		47,078			47,078	
19	Central Ontario	129,531	45,072	48,560		223,166	8,571
20	Crow's Nest Southern	45,608	156	40,557		86,321	2,683
21	Cumberland Railway and Coal Co	517	26,612	19,905		47,034	
22	Dominion Atlantic	307,237	185,649	116,141	2,525	611,552	12,557
23	Eastern British Columbia		7,704			7,704	
24	Elgin and Havelock		19,600			19,600	
25	Essex Terminal			19,300		19,300	
26	Grand Trunk	8,133,032	518,448	10,263,141	20,309	18,934,930	882,607
27	Grand Trunk (Canada Atlantic)	611,140	132,495	697,992	842	1,442,469	62,777
28	Halifax and Southwestern	87,574	240,137	35,926	5,273	368,910	18,053
29	Hereford	33,797	33,031	11,214		78,042	2,270
30	International of New Brunswick (records destroyed by fire)						
31	Inverness Railway and Coal Co		42,914	69,121		112,035	2,641
32	Irondale, Bancroft and Ottawa		34,344			34,344	
33	Kent Northern		16,902			16,902	
34	Kettle Valley		1,760			1,760	
35	Kingston and Pembroke	31,393	97,968	9 172		138,533	

36 Klondike Mines		1,638	6,079		7,717	
37 Lotbinière and Megantic		18,780		927	19,707	
38 London and Port Stanley	65,144	14,840	41,564		121,548	3,589
39 Maine Central	4,175	9,133	2,487		15,795	
40 Manitoba Great Northern	8,944	23,761	18,904		51,609	497
41 Maritime Coal, Railway and Power Co		10,516	11,664		22,180	6,520
42 Massawippi Valley	99,279		95,964		195,243	814
43 Moncton and Buctouche		21,916			21,916	
44 Montreal and Atlantic	167,615	131,713	365,532	265	665,125	14,461
45 Montreal and Province Line	54,415	17,518	29,182	517	101,632	3,270
46 Montreal and Vermont Junction	63,605		49,426	114	113,145	2,007
47 Morrissey, Fernie and Michel		24,668			24,668	
48 Midland Railway Co. of Manitoba	17,004		9,415		26,419	70
49 Napierville Junction		16,902	9,839		26,741	216
50 Nelson and Fort Sheppard	37,560		18,990	234	56,784	2,860
51 New Brunswick Coal and Railway Co		56,102			56,102	
52 New Brunswick and P. E. Island	7,240	25,060	26,900		59,200	
53 New Westminster Southern		21,641	16		21,657	32
54 North Shore		4,848			4,848	
55 Ottawa and New York	77,271		58,076	56	135,403	8,669
56 Pére Marquette	272,180	6,643	881,595	56	1,160,474	9,348
57 Phillipsburg Railway and Quarry Co		6,245			6,245	
58 Quebec Central	231,592	242,958	64,891	198,594	738,035	219,179
59 Quebec and Lake St. John	188,569	44,657	243,213	7,007	483,446	8,446
60 Quebec, Montreal and Southern	126,512	86,026	67,747		280,285	2,710
61 Quebec Oriental	17,192	40,178	36,855		94,225	4,975
62 Quebec Railway, Light and Power Co	7,547		22,929		30,476	1,099
63 Red Mountain	18	6,588	7,248		13,854	81
64 Rutland and Noyan	5,441		2,433		7,874	
65 Salisbury and Albert		23,560			23,560	1,743
66 Schomberg and Aurora		22,507			22,507	
67 Stanstead, Shefford and Chambly	44,225	17,122	26,939	122	88,408	2,620
68 St. Clair Tunnel						
69 St. Lawrence and Adirondack	186,591		123,761	651	311,003	8,584
70 St. Martins		17,580			17,580	
71 Sydney and Louisburg	20,870	16,972	230,748		268,590	
72 Temiscouata	73,751	70,091	6,369		150,211	7,650
73 Temiskaming and Northern Ontario	440,883	14,442	419,585	3,669	878,579	49,150
74 Thousand Islands		32,456			32,456	
75 Toronto, Hamilton and Buffalo	293,496		180,950	3,153	477,599	6,337
76 Vancouver, Victoria and Eastern	138,118	89,892	79,041	585	307,636	81,259
77 Victoria Terminal Railway and Ferry Co	999	351	629		1,979	
78 Victoria and Sidney, B.C.	16,135	5,655	10,199		31,989	
79 Wabash (in Canada)	726,412	11,158	842,048	704	1,580,322	22,575
80 Wellington Colliery Railway Co		31,200			31,200	
81 York and Carleton		8,573			8,573	
Total	40,440,393	6,473,882	53,652,141	363,855	100,930,271	4,328,812

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1912.

Number.	Name of Railway.	PRODUCTS OF AGRICULTURE.								
		GRAIN.			FLOUR.			OTHER MILL PRODUCTS.		
		Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co.	63,838	1,076	64,914	610	516	1,126	1,462	1,567	3,029
2	Algoma Central and Hudson Bay	1,959		1,959	476		476	26		26
3	Atlantic, Quebec and Western	8	371	379	150	911	1,061	7	17	24
4	Algoma Eastern	69		69	48		48	82		82
5	Bay of Quinté	1,714	25	1,739	428	5,246	5,674	153	216	369
6	Bedlington and Nelson					30	30			
7	Brandon, Saskatchewan and Hudson Bay	16,386	1,672	48,058	469		469	181		181
8	British Yukon	1,368		1,368	247		247	59		59
9	Brockville, Westport and Northwestern	561	2,805	3,366	1,124	2,280	3,404	1,233	1,187	2,420
10	Canada Southern	31,209	734,406	765,615	24,537	194,456	218,993	12,549	208,150	220,699
11	Canadian Government Rys. (Intercolonial)	18,086	112,573	130,659	44,013	151,599	195,612	18,245	35,649	53,894
12	" " (P. E. Island)	13,825	174	13,999	2,391	1,135	3,526	1,843	243	2,085
13	Canadian Northern	1,451,848	99,085	1,550,933	88,596	4,557	93,153	43,436	11,421	54,857
14	" " Ontario	5,700	3,247	8,947	1,029	832	1,861	1,983	2,214	4,197
15	" " Quebec	6,199	700	6,899	2,101	17,110	19,211	381	1,371	1,752
16	Canadian Pacific	3,975,587	258,269	4,233,856	832,645	13,339	845,984	426,988	9,772	436,760
17	Cape Breton				5	472	477			
18	Caraquet	150		150	50	1,820	1,870	200		200
19	Central Ontario	5,495	4,881	10,376	23	3,282	3,305	151	2,882	3,033
20	Crow's Nest Southern	228	373	601	32	127	159	51	27	78
21	Cumberland Railway and Coal Co.		720	720		3,680	3,680	120	428	548
22	Dominion Atlantic	2,203	3,468	5,671				8,629	21,590	30,219
23	Eastern British Columbia		92	92		31	31		131	131
24	Elgin and Havelock		200	200	5	595	600	5	750	755
25	Essex Terminal		600	600		150	150			
26	Grand Trunk	1,594,883	111,142	1,706,025	513,012	30,992	544,004	264,339	12,077	276,416
27	" (Canada Atlantic)	73,254	21,151	94,405	5,441	16,947	22,388	4,981	13,909	18,890
28	Halifax and Southwestern	2,619	1,003	3,622	6,584	4,556	11,140	10,607	6,077	16,684
29	Hereford	1,884	725	2,609	621	346	967	321	21	342
30	International of New Brunswick (records destroyed by fire)									
31	Inverness Railway and Coal Co.	19	333	352	76	2,199	2,275	43	648	691
32	Irondale, Bancroft and Ottawa		31	31		181	181		363	363
33	Kent Northern				5	918	923			
34	Kettle Valley	25		25		10	10	20		20

35	Kingston and Pembroke	6,921	4,469	11,390	1,646	2,976	4,622	686	1,854	2,540
36	Klondike Mines									
37	Lotbinière and Megantic	28	138	166	26	598	624		13	13
38	London and Port Stanley	2,486	6,699	9,185	215	1,652	1,867	105	789	894
39	Maine Central	395		395	203		203	468		468
40	Manitoba Great Northern	57,747	77,978	135,725	192	63	255	664	70	734
41	Maritime Coal Railway and Power Co	136	131	267	56	76	132	247	216	463
42	Massawippi Valley	672	28,432	29,104	267	4,622	4,889	610	5,270	5,880
43	Moncton and Buctouche									
44	Montreal and Atlantic	960	143,504	144,464	1,105	114,165	115,570	638	68,638	69,276
45	Montreal and Province Line	515	2,789	3,304	279	1,815	2,094	259	1,786	2,045
46	Montreal and Vermont Junction	13	82,393	82,466	20	5,197	5,217	20	40,940	40,960
47	Morrissey, Fernie and Michel									
48	Midland Railway Co. of Manitoba				20		20	61		61
49	Napierville Junction	161	345	506		579	579		80	80
50	Nelson and Fort Sheppard	177	99	276	157	20	177	224		224
51	New Brunswick Coal and Railway Co		553	553		583	583			
52	New Brunswick and P. E. Island		610	610		415	415		408	408
53	New Westminster Southern	352		352	14		14	706		706
54	North Shore							500		500
55	Ottawa and New York	1,100	598	1,698	123	2,011	2,134	88	1,564	1,652
56	Père Marquette	244,164	8,463	252,627	51,639	2,124	53,763	36,247	998	37,245
57	Phillipsburg Railway and Quarry Co					20	20		134	134
58	Quebec Central		6,932	6,933		15,684	15,684			
59	Quebec and Lake St. John	215	2,780	2,995	714	5,787	6,501	127	1,614	1,741
60	Quebec, Montreal and Southern	309	1,719	2,028	85	6,784	6,869		288	288
61	Quebec Oriental	67	82	149	75	2,419	2,494			
62	Quebec Railway, Light and Power Co	3,809	216	4,025	538	255	793	846	42	888
63	Red Mountain	132		132	191	51	242	66		66
64	Rutland and Noyan		789	789					90	90
65	Salisbury and Albert	105	273	378	36	702	738			
66	Schomberg and Aurora	3,284		3,284		103	103			
67	Stanstead, Shefford and Chambly	154	93,826	93,980	109	7,386	7,495	76	47,270	47,346
68	St. Clair Tunnel									
69	St. Lawrence and Adirondack	904	1,403	2,307	1,487	582	2,069	1,707	817	2,524
70	St. Martins		200	200		300	300			
71	Sydney and Louisburg	42	480	522		3,120	3,120	120	420	530
72	Temiscouata	264	687	951	359	1,740	2,099	84	105	189
73	Temiskaming and Northern Ontario	1,295	5,399	6,694	1,606	4,817	6,423	304	1,752	2,056
74	Thousand Islands	62	29	91	46	1,158	1,204	20	48	68
75	Toronto, Hamilton and Buffalo	6,268	120,474	126,742	3,888	43,958	47,846	3,700	5,408	8,508
76	Vancouver, Victoria and Eastern	10,632	119	10,751	2,485	116	2,601	3,078	52	3,130
77	Victoria Terminal Railway and Ferry Co	255	491	746	272	65	337	1,019	155	1,174
78	Victoria and Sidney, British Columbia	193	573	766		398	398	48	1,348	1,396
79	Wabash (in Canada)	145,584		145,584	19,951		19,951	24,297		24,297
80	Wellington Colliery Railway Co		357	357		124	124		246	246
81	York and Carleton									
	Final total	7,788,518	1,953,153	9,741,671	1,612,822	690,785	2,303,607	874,499	513,125	1,387,624

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1912 *Continued.*

Number.	Name of Railway.	PRODUCTS OF AGRICULTURE—*Continued.*								
		HAY.			TOBACCO.			COTTON.		
		Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co	160	254	414	18	7	25		1	1
2	Algoma Central and Hudson Bay	2,226		2,226						
3	Atlantic, Quebec and Western		19	19		17	17			
4	Algoma Eastern	237		237						
5	Bay of Quinté	3,334		3,334						
6	Bedlington and Nelson	200		200						
7	Brandon, Saskatchewan and Hudson Bay									
8	British Yukon	1,114		1,114	17		17			
9	Brockville, Westport and Northwestern	171	17	188	2	8	10			
10	Canada Southern	8,442	48,237	56,679	2,807	6,619	9,426		41,584	41,584
11	Canadian Government Rys. (Intercolonial)	91,844	10,642	102,486	425	506	931	2,068	2,683	4,751
12	" " (P. E. Island)	6,337		6,337	103	42	145	19	52	71
13	Canadian Northern	21,276	12,361	33,637						
14	" " Ontario	3,203	726	3,929						
15	" " Quebec	43,613	1,038	44,651	1,802	607	2,409			
16	Canadian Pacific	561,603	35,560	597,163	35,529	3,778	39,307	16,681	8,915	25,596
17	Cape Breton		284	284						
18	Caraquet		810	810		35	35			
19	Central Ontario	311	1,606	1,917	61	123	184		424	424
20	Crow's Nest Southern	628	311	939						
21	Cumberland Railway and Coal Co	68	290	358		2	2			
22	Dominion Atlantic	3,935	1,487	5,422	22	98	120	1,272	27	1,299
23	Eastern British Columbia									
24	Elgin and Havelock	200	100	300		5	5			
25	Essex Terminal		164	164						
26	Grand Trunk	169,607	96,753	266,360	7,363	1,290	8,653	15,677	3,868	19,545
27	" (Canada Atlantic)	84,374	8,628	93,002		786	786	3,126	4,969	8,095
28	Halifax and Southwestern	5,275	3,817	9,092						
29	Hereford	1,717	1	1,718	2	5	7			
30	International of New Brunswick (records destroyed by fire)									
31	Inverness Railway and Coal Co	105	879	984		3	3			
32	Irondale, Bancroft and Ottawa		36	36						
33	Kent Northern	60		60		10	10		10	10
34	Kettle Valley	155		155						

35	Kingston and Pembroke	1,405	120	1,525	165	10	175	80	696	776
36	Klondike Mines									
37	Lotbinière and Megantic	1,546		1,546		1	1			
38	London and Port Stanley	269	1,126	1,395	106	5	111			
39	Maine Central	554		554						
40	Manitoba Great Northern				13	15	28			
41	Maritime Coal Railway and Power Co	15	830	845		6	6			
42	Massawippi Valley	2,116	5,262	7,378		43	43			
43	Moncton and Buctouche									
44	Montreal and Atlantic	58,532	33,802	92,334	795	1,184	1,979	2,268	11,988	14,256
45	Montreal and Province Line	18,344	2,092	20,436						
46	Montreal and Vermont Junction	14,848	124,852	139,700						
47	Morrissey, Fernie and Michel									
48	Midland Railway Co. of Manitoba									
49	Napierville Junction	16,511	736	17,247		25	25		70	70
50	Nelson and Fort Sheppard	3,297		3,297						
51	New Brunswick Coal and Railway Co									
52	New Brunswick and P. E. Island	4,200		4,200						
53	New Westminster Southern	1,540		1,540	12		12			
54	North Shore									
55	Ottawa and New York	11,468	10,289	21,757	1	1	2	646	1,242	1,888
56	Père Marquette	62,457	1,275	63,732	2,454	13	2,467	2,142	5	2,147
57	Phillipsburg Railway and Quarry Co	412		412						
58	Quebec Central									
59	Quebec and Lake St. John	4,750	543	5,293	334	31	365			
60	Quebec, Montreal and Southern	78,045	4,538	82,583	14		14		40	40
61	Quebec Oriental	212		212						
62	Quebec Railway, Light and Power Co	263	189	452	11	4	15		4,812	4,812
63	Red Mountain	660		660						
64	Rutland and Noyan	924	49,489	50,413						
65	Salisbury and Albert	1,071		1,071						
66	Schomberg and Aurora	99		99						
67	Stanstead, Shefford and Chambly	6,095	144,805	150,900						
68	St. Clair Tunnel									
69	St. Lawrence and Adirondack	17,350	135,839	153,189	34	48	82	3,795	301	4,096
70	St. Martins		100	100						
71	Sydney and Louisburg	120	4,320	4,440		12	12			
72	Temiscouata	279	52	331	38	30	68		5	5
73	Temiskaming and Northern Ontario	6,781	1,852	8,633						
74	Thousand Islands	1,944	10	1,954						
75	Toronto, Hamilton and Buffalo	1,526	19,979	21,505	117	591	708		1,815	1,815
76	Vancouver, Victoria and Eastern	18,903	20	18,923	68		68	303		303
77	Victoria Terminal Railway and Ferry Co	566	527	1,093						
78	Victoria and Sidney, British Columbia	471	622	1,093						
79	Wabash (in Canada)	13,391		13,391	464		464	3,693		3,693
80	Wellington Colliery Railway Co									
81	York and Carleton	1,604	751	2,355						
	Final total	1,362,763	768,040	2,130,803	52,777	15,960	68,737	51,770	83,507	135,277

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	PRODUCTS OF AGRICULTURE—*Continued.*								
		FRUIT AND VEGETABLES.			OTHER PRODUCTS OF AGRICULTUE.			LIVE STOCK.		
		Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co.	1,023	1,995	3,018				7,200	53	7,253
2	Algoma Central and Hudson Bay	775		775				994		994
3	Atlantic, Quebec and Western	9	38	47	17	29	46	176	41	217
4	Algoma Eastern	60		60				7		7
5	Bay of Quinte	905	160	1,065				3,223	48	3,271
6	Bedlington and Nelson									
7	Brandon, Saskatchewan and Hudson Bay	1,895		1,895	22		22	176		176
8	British Yukon	654		654				2,795		2,795
9	Brockville, Westport and Northwestern	165	176	341		4	4	2,179	23	2,202
10	Canada Southern	8,212	91,931	160,143	26,961	96,395	123,356	22,524	199,108	221,632
11	Canadian Gov't. Railways (Intercoloniai)	40,246	40,336	80,582	4,948	8,502	13,450	18,531	4,208	22,739
12	" " " (P. E. Island)	14,059	170	14,229				3,406	17	3,423
13	Canadian Northern	18,812	18,227	37,039				65,719	8,086	73,805
14	" " Ontario	3,686	977	4,663				5,441	1,391	6,832
15	" " Quebec	214	1,877	2,091				385	1,541	1,926
16	Canadian Pacific	328,058	52,400	380,458	50,950	16,554	67,504	370,747	56,785	427,532
17	Cape Breton				383		383	39	4	43
18	Caraquet	50	60	110	1,800	210	2,010	35		35
19	Central Ontario	10,170	1,686	11,856	5,124	44	5,168	4,013	147	4,160
20	Crow's Nest Southern	1,133	11	1,144	74		74	20		20
21	Cumberland Railway and Coal Co	142	560	702	18	191	209	12	32	44
22	Dominion Atlantic	107,139	301	107,440				2,107	217	2,324
23	Eastern British Columbia		71	71					20	20
24	Elgin and Havelock		10	10	800	2	802	80		80
25	Essex Terminal		18	18				143	635	778
26	Grand Trunk	191,889	19,077	210,966	66,868	16,653	83,521	384,631	38,202	422,833
27	" " (Canada Atlantic)	510	15,027	15,537	10,188	3,609	13,797	8,631	4,660	13,291
28	Halifax and Southwestern	5,846	390	6,236	333		333	392	24	416
29	Hereford	259	14	273	102	1	103	230		230
30	International of New Brunswick.. (Records	destroyed by	fire)							
31	Inverness Railway and Coal Co	22	152	174				342	36	378
32	Irondale, Bancroft and Ottawa		14	14				120	28	148
33	Kent Northern				601		604	30	5	35
34	Kettle Valley	28		28						

35	Kingston and Pembroke	231	103	334				1,524	522	2,046
36	Klondike Mines									
37	Lotbinière and Megantic	24	64	88					7	7
38	London and Port Stanley	702	1,365	2,067		593	593	50	3,217	3,267
39	Maine Central	1,507		1,507						
40	Manitoba Great Northern	971	627	1,598	275	135	410	734		734
41	Maritime Coal Railway and Power Co	43	102	145				34	6	40
42	Massawippi Valley	591	30	621				420	796	1,216
43	Moncton and Buctouche				4,156	113	4,269			
44	Montreal and Atlantic	3,256	9,158	12,414	1,194	5,945	7,139	4,671	1,087	5,758
45	Montreal and Province Line	196		196	163	6,963	7,126	150	968	1,118
46	Montreal and Vermont Junction	20	3,694	3,714		3,321	3,321	224	6,190	6,414
47	Morrissey, Fernie and Michel									
48	Midland Railway Co. of Manitoba	423		423	39		39			
49	Napierville Junction	39	2,191	2,230				890		890
50	Nelson and Fort Sheppard	512	16	528				144		144
51	New Brunswick Coal and Railway Co									
52	New Brunswick and P. E. Island							105		105
53	New Westminster Southern	438		438	10		10	30		30
54	North Shore									
55	Ottawa and New York	361	679	1,040	403	87	490	1,948	37	1,985
56	Père Marquette	38,564	13,549	52,113	8,723	54	8,777	26,528	1,105	27,633
57	Phillipsburg Railway and Quarry Co		17	17						
58	Quebec Central				5,208	384	5,592	5,029		5,029
59	Quebec and Lake St. John	1,267	776	2,043	172	234	406	1,593	822	2,415
60	Quebec, Montreal and Southern	105	1,090	1,195				2,690	54	2,744
61	Quebec Oriental				1,189	355	1,544	41	15	56
62	Quebec Railway, Light and Power Co	335	1	3 6	97		97	313	29	342
63	Red Mountain	163		163				68		68
64	Rutland and Noyan		198	198					10	10
65	Salisbury and Albert							215		215
66	Schomberg and Aurora	225		225	174		174	1,112		1,112
67	Stanstead, Shefford and Chambly		3,745	3,745	600	5,607	6,267	288	7,192	7,480
68	St. Clair Tunnel									
69	St. Lawrence and Adirondacks	2,187	3,171	5,358	772	631	1,403	711	266	977
70	St. Martins				72		72			
71	Sydney and Louisburg	160	416	576	128	720	848	10	2,160	2,170
72	Temiscouata	714	137	851				323	156	479
73	Temiskaming and Northern Ontario	2,123	5,289	7,412	30		30	2,092	3,326	5,418
74	Thousand Islands		232	232				1,052	171	1,223
75	Toronto, Hamilton and Buffalo	4,092	5,391	9,483	1,510	25,174	26,684	1,640	4,688	6,328
76	Vancouver, Victoria and Eastern	10,339	49	10,388	1,568	9	1,577	4,194	10	4,204
77	Victoria Terminal Railway and Ferry Co	22	368	390		107	107	17	10	27
78	Victoria and Sidney, B.C	230	160	390	95	12	107	16	31	47
79	Wabash (in Canada)	30,849		30,849	9,736		9,736	33,786		33,786
80	Wellington Colliery Railway Co		136	136					26	26
81	York and Carleton									
	Final total	836,650	298,432	1,135,082	205,506	192,638	398,141	996,970	348,212	1,345,182

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	PRODUCTS OF ANIMALS.								
		DRESSED MEATS.			OTHER PACKING-HOUSE PRODUCTS.			POULTRY, GAME AND FISH.		
		Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co.	85	23	108	52	40	92	31	40	71
2	Algoma Central and Hudson Bay	322		322	143		143	11		14
3	Atlantic, Quebec and Western	10	89	99		15	15	2,719	10	2,729
4	Algoma Eastern	10		10						
5	Bay of Quinte	256	4	260				2	1	3
6	Bedlington and Nelson									
7	Brandon, Saskatchewan and Hudson Bay	21		21						
8	British Yukon	23		23	173		173	11		11
9	Brockville, Westport and Northwestern	9	46	55	3	24	27	29	5	34
10	Canada Southern	3,142	135,704	138,846	15,736	52,977	68,715	2,127	19,439	21,566
11	Canadian Gov't Railways (Intercolonial)	6,000	6,247	12,247	9,926	44,340	54,266	18,197	16,299	34,496
12	" " " (P. E. Island)	2,924	4	2,928	2,731	66	2,797	3,378	127	3,505
13	Canadian Northern	4,310	629	4,939	6,381	10,066	16,447	2,103	430	2,533
14	" " Ontario	487	20	507	1,260	215	1,475	59	126	185
15	" " Quebec					1,420	1,420	1,425	3,424	4,849
16	Canadian Pacific	159,251	1,793	161,044	60,357	15,951	76,308	43,769	15,059	58,828
17	Cape Breton							58		58
18	Caraquet							2,100	100	2,200
19	Central Ontario	97		97	87	13	100	75	7	82
20	Crow's Nest Southern	28		28	112		112			
21	Cumberland Railway and Coal Co.	14	260	274		82	82	3	52	55
22	Dominion Atlantic	669	52	721	749	363	1,112	6,242	1,617	7,859
23	Eastern British Columbia									
24	Elgin and Havelock	125		125		20	20	25	25	50
25	Essex Terminal									
26	Grand Trunk	150,801	1,349	152,150	70,107	1,656	71,763	8,369	3,569	11,938
27	" " (Canada Atlantic)	254	2,563	2,817	658	4,850	5,508	121	3,970	4,091
28	Halifax and Southwestern				243	104	347	7,636	24	7,660
29	Hereford	63	16	79	4	2	6	27	5	32
30	International of New Brunswick...(Records destroyed by fire)									
31	Inverness Railway and Coal Co.	15	11	26	28	26	54	853	256	1,109
32	Irondale, Bancroft and Ottawa		37	37				4		4
33	Kent Northern		7	7		20	20	650	5	655
34	Kettle Valley									

35	Kingston and Pembroke	176	34	210	85	40	125	25	1	26
36	Klondike Mines									
37	Lotbinère and Megantic		9	9				9		9
38	London and Port Stanley				1	120	121	57		57
39	Maine Central									
40	Manitoba Great Northern	39		39	110		110	118		118
41	Maritime Coal Railway and Power Co	1	26	27	1	63	64		17	17
42	Massawippi Valley	241	2,090	2,331	198	329	527	29	131	160
43	Moncton and Buctouche									
44	Montreal and Atlantic	8	65,183	65,191	237	7,406	7,643	6,507	4,325	10,832
45	Montreal and Province Line					26	26		10	10
46	Montreal and Vermont Junction					7,943	7,943		1,507	1,507
47	Morrissey, Fernie and Michel									
48	Midland Railway Co. of Manitoba	140		140	15		15			
49	Napierville Junction							9		9
50	Nelson and Fort Sheppard	78		78	28		28			
51	New Brunswick Coal and Railway Co									
52	New Brunswick and P. E. Island				831		831			
53	New Westminster Southern									
54	North Shore									
55	Ottawa and New York	2	2	4	51	43	94	25	34	59
56	Père Marquette	9,621		9,621	42,886	26	42,912	2,572		2,572
57	Phillipsburg Railway and Quarry Co									
58	Quebec Central									
59	Quebec and Lake St. John	164	440	604				2,538		2,538
60	Quebec, Montreal and Southern	85		85				12		12
61	Quebec Oriental	312	101	413				297	2,049	2,346
62	Quebec Railway, Light and Power Co	175	16	191	470	40	510	25		25
63	Red Mountain									
64	Rutland and Noyan									
65	Salisbury and Albert									
66	Schomberg and Aurora		73	73						
67	Stanstead, Shefford and Chambly					78	78	10	1,326	1,336
68	St. Clair Tunnel									
69	St. Lawrence and Adirondack	563	52	615	566	299	865	638	4,765	5,403
70	St. Martins									
71	Sydney and Louisburg	128	4,270	4,398	20	327	347	240	62	302
72	Temiscouata	67	163	230	104	22	126	34	23	57
73	Temiskaming and Northern Ontario	258	2,477	2,735		152	152		60	60
74	Thousand Islands	10		10						
75	Toronto, Hamilton and Buffalo	2	1	3	4,597	783	5,380		1,288	1,288
76	Vancouver, Victoria and Eastern	4,021		4,021	140		140	3,687		3,687
77	Victoria Terminal Railway and Ferry Co	59	230	289	19	71	90	5	103	108
78	Victoria and Sidney, B.C.	33	256	289	3	87	90	5	103	108
79	Wabash (in Canada)	21,856		21,856	22,829		22,829	7,022		7,022
80	Wellington Colliery Railway Co									
81	York and Carleton							116	20	136
	Final total	366,955	224,277	591,232	241,941	150,105	392,046	124,007	80,414	204,421

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	PRODUCTS OF ANIMALS—*Continued.*								
		WOOL			HIDES AND LEATHER.			OTHER PRODUCTS OF ANIMALS.		
		Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co	150	4	154	53	16	69			
2	Algoma Central and Hudson Bay									
3	Atlantic, Quebec and Western	5	4	9	29	10	39	17	29	46
4	Algoma Eastern									
5	Bay of Quinte				1	1	2			
6	Bedlington and Nelson									
7	Brandon, Saskatchewan and Hudson Bay				179		179	154		154
8	British Yukon							387		387
9	Brockville, Westport and Northwestern				55		55	3,637		3,637
10	Canada Southern	62	11,779	11,841	1,611	21,236	22,847	7,528	67,588	75,116
11	Canadian Gov't Railways (Intercolonial)	617	2,331	2,948	4,644	2,784	7,428	6,615	6,045	12,660
12	" " " (P. E. Island)	54		54	608	14	622			
13	Canadian Northern				2,391	198	2,589			
14	" " Ontario				433	220	653			
15	" " Quebec				214	612	826			
16	Canadian Pacific	3,248	3,684	6,932	46,545	18,578	65,123	106,719	19,251	125,970
17	Cape Breton	3		3	14		14		57	57
18	Caraquet				25	20	45		55	55
19	Central Ontario				111		111	583		583
20	Crow's Nest Southern							100		100
21	Cumberland Railway and Coal Co				12	18	30	2		2
22	Dominion Atlantic				723	59	782	1,645	2,398	4,043
23	Eastern British Columbia									
24	Elgin and Havelock	5		5	10	1	11	25		25
25	Essex Terminal									
26	Grand Trunk	5,377	751	6,128	51,595	5,570	57,165	59,694	8,618	68,312
27	" " (Canada Atlantic)	14	170	184	1,074	8,341	9,415	3,365	533	3,898
28	Halifax and Southwestern				124	19	143			
29	Hereford	4		4	7	1	8	239		239
30	International of New Brunswick. (Records destroyed by fire)									
31	Inverness Railway and Coal Co	31	2	33	129	1	130			
32	Irondale, Bancroft and Ottawa	4		4	2		2	28		28
33	Kent Northern									
34	Kettle Valley									

35	Kingston and Pembroke	114	95	209	257	1,018	1,275			
36	Klondike Mines									
37	Lotbinère and Megantic	238		238	82		82	69	42	111
38	London and Port Stanley				2	756	758	1	798	799
39	Maine Central									
40	Manitoba Great Northern				131	79	210	597	34	631
41	Maritime Coal Railway and Power Co	1		1	4	1	5			
42	Massawippi Valley	12	3	15	364	282	646	21	36	57
43	Moncton and Buctouche									
44	Montreal and Atlantic	191	615	806	7,300	11,651	18,951	2,701	4,389	7,090
45	Montreal and Province Line	10	78	88		444	444	72	967	1,039
46	Montreal and Vermont Junction		160	160	6	2,424	2,430	42	7,916	7,958
47	Morrissey, Fernie and Michel									
48	Midland Railway Co. of Manitoba				55		55	169		169
49	Napierville Junction					42	42			
50	Nelson and Fort Sheppard							159		159
51	New Brunswick Coal and Railway Co									
52	New Brunswick and P. E. Island					76	76			
53	New Westminster Southern									
54	North Shore									
55	Ottawa and New York	51	1	52	25	43	71	2,029	644	2,673
56	Père Marquette	2,401	60	2,461	21,035	429	21,464	9,621	21	9,642
57	Phillipsburg Railway and Quarry Co									
58	Quebec Central									
59	Quebec and Lake St. John				791	116	907			
60	Quebec, Montreal and Southern					60	60			
61	Quebec Oriental				31	5	36	33		33
62	Quebec Railway, Light and Power Co	2		2	70	20	90	206		206
63	Red Mountain							36		36
64	Rutland and Noyan					8	8			
65	Salisbury and Albert									
66	Schomberg and Aurora									
67	Stanstead, Shefford and Chambly		478	478	325	1,125	1,450	171	9,767	9,938
68	St. Clair Tunnel									
69	St. Lawrence and Adirondack	50	18	68	475	659	1,134	2,879	293	3,172
70	St. Martins									
71	Sydney and Lonisburg				12	15	27		4	4
72	Temiscouata	4	1	5	65	15	80			
73	Temiskaming and Northern Ontario									
74	Thousand Islands									
75	Toronto, Hamilton and Buffalo	14	79	93	300	950	1,250	1,433	8,425	9,858
76	Vancouver, Victoria and Eastern	39	35	74	495		495	5,197	250	5,447
77	Victoria Terminal Railway and Ferry Co	76		76	3	27	30		1,023	1,023
78	Victoria and Sidney, B.C		76	76	115	25	140	887	26	913
79	Wabash (in Canada)	1,119		1,119	7,241		7,241	8,064		8,064
80	Wellington Colliery Railway Co									
81	York and Carleton									
	Final total	13,896	20,424	34,320	149,773	77,972	227,745	225,125	139,209	364,334

TABLE 12—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	PRODUCTS OF MINES.								
		ANTHRACITE COAL.			BITUMINOUS COAL.			COKE.		
		Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co.		977	977	17,392	40,544	57,936		75	75
2	Algoma Central and Hudson Bay	1,543		1,543	16,936		16,936			
3	Atlantic, Quebec and Western		25	25		1,417	1,417			
4	Algoma Eastern	8		8	2,011		2,011	149		149
5	Bay of Quinté	1,316	2,006	3,322		39,465	39,465	166	5,467	5,633
6	Bedlington and Nelson				279		279			
7	Brandon, Saskatchewan and Hudson Bay	7,038		7,038	12,304	138	12,442			
8	British Yukon				175		175			
9	Brockville, Westprot and Northwestern	10	1,404	1,414	57	643	700		39	39
10	Canada Southern		1,216,107	1,216,107		597,577	597,577	8,343	265,357	273,700
11	Canada Government Railways (Intercolonial)	12,195	44,121	56,316	725,601	441,387	1,166,988	5,262	5,293	10,555
12	" " (P. E. Islands)	665		665	12,575		12,575			
13	Canada Northern	77,891	114,822	192,713	419,437	189,455	608,892	1,224	1,974	3,198
14	" Ontario	133	9,617	9,750	150	19,252	19,402	3,395	78	3,423
15	" Quebec		14,325	14,325		43,530	43,530			
16	Canadian Pacific	172,375	795,309	967,684	1,035,081	1,037,482	2,072,563	162,302	127,563	289,865
17	Cape Breton					936	936			
18	Caraquet		250	250		2,410	2,410			
19	Central Ontario	1,227	6,056	7,283	5,051	30,683	36,534	1,468	2,694	4,162
20	Crow's Nest Southern	11,474	8,507	19,981	84,648		84,648			
21	Cumberland Railway and Coal Co.				336,636		336,636			
22	Dominion Atlantic				1,705	30,149	31,854			
23	Eastern British Columbia				117,002		117,002			
24	Elgin and Havelock					130	130			
25	Essex Terminal		300	300		9,483	9,483			
26	Grand Trunk	1,868,555	6,615	1,875,170	2,142,019	156,096	2,298,115	211,896	2,424	214,320
27	" (Canada Atlantic)	150	171,994	172,144	164	142,323	142,487	93	1,163	1,256
28	Halifax and Southwestern				6,537	4,784	11,321			
29	Hereford		8	8	9	35	44			
30	International of New Brunswick. (Records destroyed by fire)									
31	Inverness Railway and Coal Co.		27	27	284,730	208	284,938			
32	Irondale, Bancroft and Ottawa					10	10			
33	Kent Northern					1,200	1,200			
34	Kettle Valley									

35	Kingston and Pembroke	480	17	497	559	719	1,278		15	15
36	Klondike Mines				130		130			
37	Lotbinére and Megantic					27	27			
38	London and Port Stanley		25,629	25,629		374,104	374,104		1,825	1,825
39	Maine Central				44,967		44,967			
40	Manitoba Great Northern	4,023		4,023	16,577		16,577	115		115
41	Manitoba Coal Railway and Power Co				193,154	1	193,155			
42	Massawippi Valley		10,707	10,707		2,400	2,400		1,717	1,717
43	Moncton and Buctouche					1,667	1,667			
44	Montreal and Atlantic	459	8,300	8,759	87	6,429	6,516	31	350	381
45	Montreal and Province Line		15,804	15,804		4,692	4,692			
46	Montreal and Vermont Junction		4,872	4,872		9,576	9,576			
47	Morrissey, Fernie and Michel				368,599		368,599			
48	Midland Railway Co. of Manitoba				801		801	21		21
49	Napierville Junction		131,607	131,607		10,904	10,904		713	713
50	Nelson and Fort Sheppard				4,180		4,180			
51	New Brunswick Coal and Railway Co				43,986		43,986			
52	New Brunswick and P. E. Island					3,114	3,114		300	300
53	New Westminster Southern				105		405			
54	North Shore				3,316		3,316			
55	Ottawa and New York	34,711	33	34,744	33,582	123	33,705	834	28	862
56	Père Marquette	150,327		150,327		201,790	201,790	3,119		3,119
57	Phillipsburg Railway and Quarry Co		2,560	2,560		5,053	5,053			
58	Quebec Central		3,600	3,600		9,400	9,400			
59	Quebec and Lake St. John		23,224	23,224		15,592	15,592			
60	Quebec, Montreal and Southern	46	24,560	24,606	73	2,189	2,262		152	152
61	Quebec Oriental	5		5	20	5,224	5,244			
62	Quebec Railway, Light and Power Co	908	44	952	7,061		7,061	3		3
63	Red Mountain				3,707		3,707			
64	Rutland and Noyan		4,189	4,189		751	751			
65	Salisbury and Albert		25	25		1,488	1,488			
66	Schomburg and Aurora		1,153	1,153						
67	Stanstead, Shefford and Chambly		743	743		2,720	2,720			
68	St. Clair Tunnel									
69	St. Lawrence and Adirondack	212,915	99	213,014	137,560	462	138,022	32,763	15	32,778
70	St. Martins					180	180			
71	Sydney and Louisburg				4,068,930		4,068,930	720		720
72	Temiscouata	18	990	1,008	3,792	1,538	5,330			
73	Temiskaming and Northern Ontario	3,928	18,051	21,972	24,489	71,325	95,814	47	295	342
74	Thousand Islands	40	409	449		1,630	1,630	22	157	179
75	Toronto, Hamilton and Buffalo		369,113	369,113		460,395	460,395		252,193	252,193
76	Vancouver, Victoria and Eastern	35		35	28,127		28,427	60,782		60,782
77	Victoria Terminal Railway and Ferry Co				48	105	153			
78	Victoria and Sidney, B.C					153	153			
79	Wabash (in Canada)	37,799		37,799	327,292		327,292	4,282		4,282
80	Wellington Colliery Railway Co				500,006		500,006			
81	York and Carleton				11,125	51	11,176			
	Final total	2,900,267	3,038,199	5,938,466	11,014,172	3,983,139	15,027,311	497,037	669,837	1,166,874

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	PRODUCTS OF MINES.								
		ORES.			STONE, SAND AND OTHER LIKE ARTICLES.			OTHER PRODUCTS OF MINES.		
		Tonnage. Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage. Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co									
2	Algoma Central and Hudson Bay	179,302		179,302	101,519		101,519			
3	Atlantic, Quebec and Western									
4	Algoma Eastern	457,037		457,037	17,177		17,177			
5	Bay of Quinté	255	104	359	6,901	24	6,925			
6	Bedlington and Nelson									
7	Brandon, Saskatchewan and Hudson Bay				12		12			
8	British Yukon	8,884		8,884	14		14			
9	Brockville, Westport and Northwestern				228	99	327			
10	Canada Southern		25,881	25,881	145,162	122,589	267,751	94,539	72,173	166,712
11	Canada Government Railways (Intercolonial)	19,010	25,931	44,941	180,697	9,101	189,798	23,912	17,269	41,181
12	" " (P. E. Island)				2,969	81	3,050			
13	Canada Northern	17,281	88	17,369	569,309	24,316	593,625			
14	" Ontario	144,731	20	144,751	17,432	3,432	20,864	114	672	786
15	" Quebec	703		703	40,402	5,840	46,242	7,164	16,324	23,488
16	Canadian Pacific	973,073	277,939	1,251,012	2,010,821	196,888	2,237,709	282,643	43,459	326,102
17	Cape Breton									
18	Caraquet				1,250		1,250			
19	Central Ontario	3,431	2,210	5,641	180	807	987	1,163	780	1,943
20	Crow's Nest Southern				84		84			
21	Cumberland Railway and Coal Co				48	91	139			
22	Dominion Atlantic				28,337	2,456	30,793	63	802	865
23	Eastern British Columbia									
24	Elgin and Havelock					20	20			
25	Essex Terminal				217	2,220	2,437	2,009	11,566	13,635
26	Grand Trunk	353,619	37,386	391,005	1,105,819	45,809	1,151,628	125,100	11,721	136,821
27	" (Canada Atlantic)	482	1,701	2,183	959	35,029	35,988	3,979	18,817	22,796
28	Halifax and Southwestern	7,660	29	7,689	136	21	157	330	129	459
29	Hereford				31	5	36	52	21	73
30	International of New Brunswick (Records destroyed by fire)									
31	Inverness Railway and Coal Co				11	122	133	236		236
32	Irondale, Bancroft and Ottawa		2,325	2,325						
33	Kent Northern				1,331		1,331			
34	Kettle Valley	145		145	129		129			

35	Kingston and Pembroke	17,913	151	18,064	3,116	232	3,348				
36	Klondike Mines										
37	Lotbinére and Megantic	5	6	11	7		7				
38	London and Port Stanley		101	101	50	6,839	6,889	99	2,936	3,035	
39	Main Central (formerly Washington County)				3,960		3,960	3,725		3,725	
40	Manitoba Great Northern				2,409		2,409	16		16	
41	Manitoba Coal Railway and Power Co				1	90	91				
42	Massawippi Valley	29,258	19,677	48,935	33,774	19,218	52,992		1,500	1,500	
43	Moncton and Buctouche				2,473		2,473				
44	Montreal and Atlantic	658	318	976	39,708	2,446	42,154	3,055	5,756	8,811	
45	Montreal and Province Line	7		7	116		116	53	1,436	1,489	
46	Montreal and Vermont Junction		10	10		1,501	1,501		16,760	16,750	
47	Morrissey, Fernie and Michel										
48	Midland Railway Co. of Manitoba				1,663		1,663	313		313	
49	Napierville Junction					3,219	3,219				
50	Nelson and Fort Sheppard	4,396		4,396	48		48	68		68	
51	New Brunswick Coal and Railway Co										
52	New Brunswick and P. E. Island				3,940		3,940				
53	New Westminster Southern				120		120				
54	North Shore										
55	Ottawa and New York	4		4	10,556	147	10,703	196	550	755	
56	Pere Marquette	6,192		6,192	44,198	5,629	49,828	14,710	1,381	16,091	
57	Phillipsburg Railway and Quarry Co				4,074	1,442	5,516		15	15	
58	Quebec Central	24,948		24,948	1,135		1,135	88,148		88,148	
59	Quebec and Lake St. John				1,128	2,741	3,869				
60	Quebec, Montreal and Southern				4,296	4,848	9,144				
61	Quebec Oriental										
62	Quebec Railway, Light and Power Co	14	20	34	79,717	233	79,950				
63	Red Mountain	4,880		4,880							
64	Rutland and Noyan					7,137	7,137				
65	Salisbury and Albert	39	21	60	2,160		2,160	4,038		4,038	
66	Schomburg and Aurora										
67	Stanstead, Shefford and Chambly							144	17,906	18,050	
68	St. Clair Tunnel										
69	St. Lawrence and Adirondack	74	194	268	2,406	3,063	5,469	479	1,032	1,511	
70	St. Martins				200		200				
71	Sydney and Louisburg				14,400	7,200	21,600		82	82	
72	Temiscouata				4	2	6				
73	Temiskaming and Northern Ontario	43,762		43,762	1,085	724	1,809		3,293	3,293	
74	Thousand Islands				1,654	1,931	3,585				
75	Toronto, Hamilton and Buffalo		7,074	7,074	43,464	37,413	80,877	3,289	17,901	21,190	
76	Vancouver, Victoria and Eastern	487,719		487,719	11,092	69	11,161	2,920	82	3,002	
77	Victoria Terminal Railway and Ferry Co					241	241				
78	Victoria and Sidney, B.C				175	66	241				
79	Wabash (in Canada)	3,802		3,802	57,078		57,078	30,926		30,926	
80	Wellington Colliery Railway Co										
81	York and Carleton										
	Final totai	2,789,284	401,186	3,190,470	4,631,382	555,331	5,186,763	693,543	264,372	957,915	

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	PRODUCTS OF FORESTS.						MANUFACTURES.		
		LUMBER.			OTHER PRODUCTS OF FORESTS.			PETROLEUM AND OTHER OILS.		
		Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co.	34	12,240	12,274	63	471	534	184	1,769	1,953
2	Algoma Central and Hudson Bay	24,749		24,749	88,568		88,568	76		76
3	Atlantic Quebec and Western	2,997	964	3,961				10	96	106
4	Algoma Eastern	2,970		2,970	22,743		22,742	8		8
5	Bay of Quinté	7,788	13,534	21,322	1,764	27,502	29,266	181	295	476
6	Bedlington and Nelson	2,618		2,618	146		146			
7	Brandon, Saskatchewan and Hudson Bay	3,068	18	3,086	1,253	30	1,283			
8	British Yukon	2,007		2,007				10		10
9	Brockville, Westport and Northwestern	941	2,921	3,862	55	1,044	1,099	12	248	260
10	Canada Southern	8,140	197,950	206,090	16,151	62,782	78,933	17,301	45,480	62,781
11	Canadian Government Rys. (Intercolonial)	498,998	128,122	627,120	314,619	62,018	376,632	20,862	9,463	30,325
12	" " (P. E. Island)	12,371	394	12,765				1,518	113	1,431
13	Canadian Northern	623,870	183,880	807,750	407,601	7,837	415,438	22,026	29,000	51,026
14	" Ontario	72,423	8,332	80,755	189,859	34,182	224,041	2,664	165	2,829
15	" " Quebec	42,203	25,526	67,729	205,662	73,077	278,739		3,037	3,037
16	Canadian Pacific	2,263,620	355,897	2,619,517	1,327,365	196,938	1,524,303	128,360	104,292	232,652
17	Cape Breton	1,950	351	2,301					2	2
18	Caraquet	11,150	100	11,250	1,820		1,820			
19	Central Ontario	23,541	4,208	27,749	66,782	3,129	69,911	39	978	1,017
20	Crow's Nest Southern	46,172	100	46,272	18,672		18,672	210	19	229
21	Cumberland Railway and Coal Co	34,539	120	34,659	1,282	21	1,303		210	210
22	Dominion Atlantic	68,663	4,041	72,704	9,397	627	10,024	1,966	57	2,023
23	Eastern British Columbia	21,196	100	21,296	1,099		1,099			
24	Elgin and Havelock	7,250		7,250						
25	Essex Terminal	77	2,128	2,205					967	967
26	Grand Trunk	1,040,988	350,586	1,391,574	647,479	358,190	1,005,669	198,686	9,386	208,072
27	" (Canada Atlantic)	307,225	56,023	363,248	130,259	47,267	177,526	433	7,895	8,328
28	Halifax and Southwestern	67,670	436	68,106	51,163	295	51,458	1,247	249	1,496
29	Hereford	14,987		14,987	107,234		107,234	102	37	139
30	International of New Brunswick. (Records destroyed by fire.)									
31	Inverness Railway and Coal Co	387	821	1,208	7,517	369	7,886	36	159	195
32	Irondale, Bancroft and Ottawa	6,182		6,182	12,952		12,952		44	44
33	Kent Northern	1,681	80	1,761					100	100
34	Kettle Valley	190	15	205	1,783		1,783			

35	Kingston and Pembroke	28,558	6,708	35,266				235	645	880
36	Klondike Mines	393		393	21,231		21,331			
37	Lobtinière and Megantic	19,958	212	20,170	32,146		32,146		270	270
38	London and Port Stanley	516	9,747	10,263	320	2,892	3,212	67	3,526	3,593
39	Maine Central	9,597		9,597	55,482		55,482	238		238
40	Manitoba Great Northern	7,635		7,635	3,670		3,670	218		218
41	Maritime Coal Railway and Power Co	982	1,330	2,322					158	158
42	Massawippi Valley	9,070	109,767	118,837	10,846	169,530	180,376		1,257	1,257
43	Moncton and Buctouche	12,715		12,715						
44	Montreal and Atlantic	27,735	68,089	95,824	42,462	31,129	73,591	248	1,955	2,203
45	Montreal and Province Line	589	12,047	12,636	654	418	1,072		445	445
46	Montreal and Vermont Junction	185	29,357	29,542		24,772	24,772	5	3,785	3,790
47	Morrissey, Fernie and Michel		10,000	10,000						
48	Midland Railway Co. of Manitoba	6,779		6,779	30		30	316		316
49	Napierville Junction	30	6,225	6,255		68,381	68,381		1,215	1,215
50	Nelson and Fort Sheppard	6,597		6,597	460		460	128		128
51	New Brunswick Coal and Railway Co	8,625		8,625	345		345			
52	New Brunswick and P. E. Island	25,355		25,355	1,140		1,140		65	65
53	New Westminster Southern	35,213		35,213	450		450			
54	North Shore	490		490						
55	Ottawa and New York	2,917	9,218	12,165	7,371	24,793	32,164	331	44	375
56	Père Marquette	58,910	3,567	62,477	33,703	1,718	35,421	30,033	748	30,781
57	Phillipsburg Railway and Quarry Co		430	430		11	11		2	2
58	Quebec Central	137,502		137,502	435,711		435,711		5,145	5,145
59	Quebec and Lake St. John	61,854	4,342	66,196	96,650	33,369	130,019	22	753	775
60	Quebec, Montreal and Southern	1,010	20,286	24,296	5,782	182,724	188,506		1,070	1,070
61	Quebec Oriental	5,823	1,302	7,125	1,919	58	1,977	12	204	216
62	Quebec Railway, Light and Power	5,166	300	5,466	39,442	49	39,491	146	99	245
63	Red Mountain	8,349		8,349	7,837		7,837			
64	Rutland and Noyan		30,034	36,034					102	102
65	Salisbury and Albert	6,661	603	7,264				350	21	371
66	Schomberg and Aurora	2,669		2,669	338		338		2	2
67	Stanstead, Shefford and Chambly	220	22,560	22,780		20,102	20,102		4,350	4,350
68	St. Clair Tunnel									
69	St. Lawrence and Adirondack	6,080	79,344	85,424	6,476	40,022	46,498	5,381	244	5,625
70	St. Martins	10,780		10,780	40		40			
71	Sydney and Louisburg	25,680	32,820	58,500	310	840	1,150	140	1,662	1,802
72	Temiscouata	120,020	166	120,186				79	319	398
73	Temiskaming and Northern Ontario	160,336	12,233	172,569	50,788	403	51,191	697	2,873	3,570
74	Thousand Islands	46	3,088	3,134		112	112			
75	Toronto, Hamilton and Buffalo	2,233	36,550	38,783	1,198	12,323	13,521	1,447	22,104	23,551
76	Vancouver, Victoria and Eastern	134,138	1,522	135,660	9,484	98	9,582	3,910	915	4,825
77	Victoria Terminal Railway and Ferry Co	686	7,332	8,018	35	5,745	5,780	1,439	116	1,555
78	Victoria and Sidney, British Columbia	7,261	1,668	8,929	5,785	35	5,820		1,555	1,555
79	Wabash (in Canada)	74,532		74,532	22,711		22,711	17,760		17,760
80	Wellington Colliery Railway Co									
81	York and Carleton									
	Final total	6,259,580	1,869,734	8,129,314	4,528,104	1,495,303	6,023,407	458,933	269,710	728,643

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	MANUFACTURES—*Continued.*								
		SUGAR.			NAVAL STORES.			IRON, PIG AND BLOOM.		
		Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co	1,500		1,500				63	19	82
2	Algoma Central and Hudson Bay	167		167				985		985
3	Atlantic, Quebec and Western		10	10					71	71
4	Algoma Eastern	17		17						
5	Bay of Quinté							22,235	220	22,455
6	Bedlington and Nelson									
7	Brandon, Saskatchewan and Hudson Bay	408		408						
8	British Yukon	201		201	78		78	41		41
9	Brockville, Westport and Northwestern	4	33	37				40	25	65
10	Canada Southern	2,520	48,981	51,501				42,952	51,837	94,789
11	Canadian Government Rl'y's (Intercolonial)	38,056	16,778	54,834	538	901	1,439	187,984	24,087	212,071
12	" " " (P. E. Island)	902	227	1,129	12		12	160	158	318
13	Canadian Northern	11,479	7,199	18,678				11,463	15,224	26,687
14	" " Ontario	1,059	286	1,345				55	494	549
15	" " Quebec	1,107	1,100	2,207				3,214	28,239	31,453
16	Canadian Pacific	155,160	47,331	202,491	2,926	685	3,611	126,416	112,931	239,347
17	Cape Breton									
18	Caraquet		40	40						
19	Central Ontario	4	390	394				169	430	599
20	Crow's Nest Southern									
21	Cumberland Railway & Coal Co		320	320					12	12
22	Dominion Atlantic	2,042	14	2,056	43		43	314	318	632
23	Eastern British Columbia									
24	Elgin and Havelock	10		10						
25	Essex Terminal		16	16					42,540	42,540
26	Grand Trunk	85,415	58,381	143,796	91	169	260	291,082	22,724	313,806
27	" " (Canada Atlantic)	382	12,404	12,786	290	18	308	549	8,294	8,843
28	Halifax and Southwestern	792	5	797						
29	Hereford	141	35	176	2		2	2	3	5
30	International of New Brunswick. (Records destroyed by fire.)									
31	Inverness Railway & Coal Co	69	82	151		6	6	85	30	115
32	Irondale, Bancroft and Ottawa		69	69						
33	Kent Northern		20	20						
34	Kettle Valley									

35	Kingston and Pembroke	885	2,043	2,928					670	670
36	Klondike Mines									
37	Lotbinere and Megantic		11	11						
38	London and Port Stanley	420	7,598	8,018	1	30	31	226	2,630	2,856
39	Maine Central							404		404
40	Manitoba Great Northern	75		75	20		20			
41	Maritime Coal, Railway & Power Co		54	54						
42	Massawippi Valley		446	446	1	6	7	32	706	738
43	Moncton and Buctouche									
44	Montreal and Atlantic	19,890	5,861	25,691		367	367	123	4,436	4,559
45	Montreal and Province Line	12	612	624						
46	Montreal and Vermont Junction		5,317	5,317						
47	Morrisey, Fernie and Michel									
48	Midland Railway Company of Manitoba	70		70	15		15			
49	Napierville Junction								652	652
50	Nelson and Fort Sheppard									
51	New Brunswick Coal & Railway Co									
52	New Brunswick and Prince Edward Island		680	680					930	930
53	New Westminster Southern									
54	North Shore									
55	Ottawa and New York	130	47	177	224	4	228	105	107	212
56	Pére Marquette	24,486	4,783	29,269	385	18	403	4,275	984	5,259
67	Phillipsburg Railway & Quarry Co									
58	Quebec Central		3,741	3,741					3,274	3,274
59	Quebec and Lake St. John	121	1,121	1,242				321	1,167	1,488
60	Quebec, Montreal and Southern		47	47				330	1,040	1,370
61	Quebec Oriental							56	1,376	1,432
62	Quebec Railway, Light & Power Co	204	17	221	1	3	4	555	322	877
63	Red Mountain									
64	Rutland and Noyan								1	1
65	Salisbury and Albert		62	62					531	531
66	Schomberg and Aurora									
67	Stanstead, Shefford and Chambly	22	5,758	5,780					4,380	4,380
68	St. Clair Tunnel									
69	St. Lawrence and Adirondack	43,390	119	43,509	2,235	224	2,459	1,995	24	2,019
70	St. Martins									
71	Sydney and Louisburg	42	620	662				62	212	274
72	Temiscouata	111	159	270				33	1	34
73	Temiskaming and Northern Ontario	30	230	260					59	59
74	Thousand Islands								161	161
75	Toronto, Hamilton and Buffalo	140	2,078	2,218				8,608	61,204	69,812
76	Vancouver, Victoria and Eastern	447		447				56		56
77	Victoria Terminal Railway & Ferry Co	49		49						
78	Victoria and Sidney, B.C		49	49						
79	Wabash (in Canada)	8,684		8,684	179		179	6,664		6,664
80	Wellington Colliery Railway Co									
81	York and Carleton									
	Final total	400,643	235,114	635,757	7,041	2,431	9,472	711,654	392,523	1,104,177

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	MANUFACTURES—*Continued.*								
		IRON AND STEEL RAILS.			OTHER CASTINGS AND MACHINERY.			BAR AND SHEET METAL.		
		Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Navigation Co	14	573	587	614	575	1,189	16	4	20
2	Algoma Central and Hudson Bay	9,154		9,154	3,946		3,946	183		183
3	Atlantic, Quebec and Western		1,194	1,194	146	327	473			
4	Algoma Eastern	1,044		1,044	154		154	1		1
4	Bay of Quinte	2,454	786	3,240	366	2,676	3,042			
6	Bedlington and Nelson									
7	Brandon, Saskatchewan and Hudson Bay	223		223	1,853		1,853	24		24
8	British Yukon				2,360		2,360			
9	Brockville, Westport and Northwestern				168	305	473	20	17	37
10	Canada Southern	5,673	4,764	10,437	10,485	183,974	224,459	12,098	280,191	292,289
11	Canadian Government Rl'y's (Intercolonial)	90,000	10,121	100,121	39,593	27,897	67,490	127,275	4,499	131,774
12	" " " (P. E. Island	253	2	255	430	247	677	90	108	198
13	Canadian Northern	99,678	60,542	160,220	16,414	38,082	54,496	1,695	1,089	2,784
14	" " Ontario	2,000	6,463	8,463	1,759	1,109	2,868	2,949	340	3,289
15	" " Quebec	120	16,441	16,561	1,876	3,246	5,122			
16	Canadian Pacific	172,255	88,750	261,005	190,482	180,078	370,560	45,799	130,345	176,144
17	Cape Breton		30	30						
18	Caraquet					125	125			
19	Central Ontario	505	1,679	2,184	686	1,692	2,378	153	82	235
20	Crow's Nest Southern	375		375	38		38	64		64
21	Cumberland Railway & Coal Co		110	110	21	262	283		110	110
22	Dominion Atlantic	66	545	611	1,053	3,218	4,271	174	59	233
23	Eastern British Columbia		72	72	12	13	25			
24	Elgin and Havelock				10		10			
25	Essex Terminal				1,114	1,166	2,280			
26	Grand Trunk	158,631	31,656	190,287	122,828	14,693	137,521	75,710	5,209	80,919
27	" " (Canada Atlantic)	1,087	6,398	7,485	976	12,584	13,560	28	1,369	1,397
28	Halifax and Southwestern	378	351	729	1,090	481	1,571			
29	Hereford	6		6	399	43	442	22	98	120
30	International of New Brunswick. (Records destroyed by fire.)									
31	Inverness Railway & Coal Co	267	158	425	71	212	283		5	5
32	Irondale, Bancroft and Ottawa				15	76	91			
33	Kent Northern		10	10						
34	Kettle Valley				30	115	145			

35	Kingston and Pembroke	10	62	72	1,817	1,000	2,817	14	249	263
36	Klondike Mines				1,656		1,656			
37	Lotbinere and Megantic				113	149	262		5	5
38	London and Port Stanley	140		140	22,628	1,720	24,348	1,670	8	1,678
39	Maine Central				513		513	44		44
40	Manitoba Great Northern	402		402	2,659	36	2,695	666		666
41	Maritime Coal, Railway & Power Co		104	104	37	206	243	56	37	93
42	Massawippi Valley	71	3,775	3,846	372	4,563	4,935	71	728	799
43	Moncton and Buctouche									
44	Montreal and Atlantic	59	7,860	7,919	8,730	12,746	21,476	11	2,092	2,103
45	Montreal and Province Line	187	78	265						
46	Montreal and Vermont Junction					7,917	7,917			
47	Morrisey, Fernie and Michel									
48	Midland Railway Company of Manitoba	194		194	1,176		1,176	360		360
49	Napierville Junction		9	9		2,385	2,385		6,261	6,261
50	Nelson and Fort Sheppard	35		35	439	12	451	95		95
51	New Brunswick Coal & Railway Co									
52	New Brunswick and Prince Edward Island					120	120		55	55
53	New Westminster Southern	258		258	207		207	78		78
54	North Shore									
55	Ottawa and New York	84	43	127	821	459	1,280	9,597	166	9,763
56	Pére Marquette	2,670		2,670	63,817	1,596	65,413	789	5,031	5,820
57	Phillipsburg Railway & Quarry Co		15	15	15	25	40	3	75	78
58	Quebec Central		1,403	1,403	1,500	1,306	2,806		4,677	4,677
59	Quebec and Lake St. John				164	8,044	8,208			
60	Quebec, Montreal and Southern		321	321	715	1,301	2,016	56	675	731
61	Quebec Oriental				35	201	236			
62	Quebec Railway, Light & Power Co	1,239	37	1,276	433	521	954	80	281	361
63	Red Mountain	15		15	24		24			
64	Rutland & Noyan					3,940	3,940		29	29
65	Salisbury and Albert	159		159		356	356			
66	Schomberg and Aurora									
67	Stanstead, Shefford and Chambly	17	46	63						
68	St. Clair Tunnel									
69	St. Lawrence and Adirondack	940	22	962	5,095	1,329	6,424	6,221	577	6,798
70	St. Martins					80	80			
71	Sydney and Louisburg	10,609	120	10,729	280	7,440	7,720	62	1,680	1,742
72	Temiscouata	61	1,024	1,085	472	152	624			
73	Temiskaming and Northern Ontario	629	32,079	32,708	2,466	7,290	9,756		740	740
74	Thousand Islands	100		100		95	95	724	2,674	3,398
75	Toronto, Hamilton and Buffalo	1,144	5,521	6,665	19,161	70,338	89,499	2,653	185,061	187,714
76	Vancouver, Victoria and Eastern	7,427		7,427	9,459	191	9,650	9,792		9,792
77	Victoria Terminal Railway & Ferry Co	35	624	659	135	252	389	12	177	189
78	Victoria and Sidney, B.C		683	683	10	405	415		189	189
79	Wabash (in Canada)	4,758		4,758	31,400		31,400	35,744		35,744
80	Wellington Colliery Railway Co									
81	York and Carleton									
	Final total	575,426	284,471	859,897	605,338	609,371	1,214,709	335,099	634,992	970,091

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	MANUFACTURES—*Continued.*								
		CEMENT, BRICK AND LIME.			AGRICULTURAL IMPLEMENTS.			WAGONS, CARRIAGES, TOOLS, &c.		
		Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co	1,526	1,526	3,052	908	710	1,618	174	189	363
2	Algoma Central and Hudson Bay	3,636		3,636				87		87
3	Atlantic, Quebec and Western	74	370	444	10	617	627	47	181	228
4	Algoma Eastern									
5	Bay of Quinté	40,654	52	40,706	4	48	52	1,115	51	1,166
6	Bedlington and Nelson									
7	Brandon, Saskatchewan and Hudson Bay	718		718	5		5	69		69
8	British Yukon	48		48				11		11
9	Brockville, Westport and Northwestern	1,270	787	2,057	30	239	269	52	80	132
10	Canada Southern	12,480	86,283	98,763	7,530	37,032	44,562	43,695	18,093	61,788
11	Canadian Government Rys. (Intercolonial)	68,111	70,550	138,661	7,895	6,396	14,291	7,135	3,765	10,900
12	" " (P. E. Island)	2,052	320	2,372	866	97	963	236	79	315
13	Canadian Northern	102,426	105,259	207,685	49,501	23,355	72,856	12,995	6,597	19,592
14	" " Ontario	4,762	5,813	10,575	4,429	144	4,573	8,263	3,294	11,557
15	" " Quebec	61,131	30,563	91,694	96	1,398	1,494	236	1,043	1,279
16	Canadian Pacific	887,109	238,473	1,125,582	137,632	64,545	202,177	41,186	21,744	62,930
17	Cape Bretcn					10	10			
18	Caraquet		250	250		155	155		95	95
19	Central Ontario	256	4,888	5,144	10	158	168	6	207	213
20	Crow's Nest Southern	980		980						
21	Cumberland Railway and Coal Co		2,412	2,412	8	62	70	1	60	61
22	Dominion Atlantic	6,042	1,245	7,287	282	95	377	342	106	448
23	Eastern British Columbia		32	32						
24	Elgin and Havelock		200	200		50	50	5	25	30
25	Essex Terminal		2,939	2,939						
26	Grand Trunk	782,804	54,633	837,437	121,155	9,325	130,480	36,388	7,790	44,178
27	" (Canada Atlantic)	37,856	22,849	60,705	507	3,580	4,087	2,984	2,288	5,272
28	Halifax and Southwestern	2,198	669	2,867	129	86	215	108	52	160
29	Hereford	9,697	86	9,783	35	37	72	17	13	30
30	International of New Brunswick (Records	destroyed	by fire).							
31	Inverness Railway and Coal Co	31	145	176		104	104	1	35	36
32	Irondale, Bancroft and Ottawa		170	170		14	14		18	18
33	Kent Northern		73	73					60	60
34	Kettle Valley									

35	Kingston and Pembroke	884	1,980	2,864	31	83	114	29[4]	144	438
36	Klondike Mines									
37	Lotbinière and Megantic		146	146	7	84	91	18	21	39
38	London and Port Stanley	813	420	1,233	35	630	665	75	416	491
39	Maine Central (formerly Washington County)	2,995		2,995	26		26			
40	Manitoba Great Northern	4,072		4,072	783	58	841	763	20	783
41	Maritime Coal, Railway and Power Co		282	282	1	13	14		16	16
42	Massawippi Valley	137	557	694	43	1,030	1,073	362	559	921
43	Moncton and Buctouche									
44	Montreal and Atlantic	2,089	9,204	11,293	879	1,988	2,867	391	451	842
45	Montreal and Province Line	167	1,807	1,974		21	21			
46	Montreal and Vermont Junction		1,184	1,184	29	16	45			
47	Morrissey, Fernie and Michel									
48	Midland Railway Co. of Manitoba	3,156		3,156	2,287		2,287	150		150
49	Napierville Junction		5,752	5,752		83	83		33	33
50	Nelson and Fort Sheppard	526	15	541				24		24
51	New Brunswick Coal and Railway Co									
52	New Brunswick and P. E. Island		110	110		124	124			
53	New Westminster Southern	6,159		6,159	45		45	11		11
54	North Shore									
55	Ottawa and New York	6,300	1,730	8,030	62	54	116	45	10	55
56	Pére Marquette	29,904	6,125	36,029	6,545	603	7,148	12,982	349	13,331
57	Phillipsburg Railway and Quarry Co		242	242						
58	Quebec Central	27,203		27,203		6,548	6,548		1,871	1,871
59	Quebec and Lake St. John	438	19,184	19,622	22	509	531	138	464	602
60	Quebec, Montreal and Southern	5,795	2,820	8,615	10	56	66	14	35	49
61	Quebec Oriental	19	349	368	21	22	43	2	44	46
62	Quebec Railway, Light and Power Co	1,013	750	1,763	92	5	97	32	7	39
63	Red Mountain	30		30						
64	Rutland and Noyan		76	76						
65	Salisbury and Albert		1,694	1,694		8	8		10	10
66	Schomberg and Aurora		812	812		135	135			
67	Stanstead, Shefford and Chambly	56	2,479	2,535		386	386			
68	St. Clair Tunnel									
69	St. Lawrence and Adirondack	7,343	2,767	10,110	184	13	197	702	120	822
70	St. Martins		40	40						
71	Sydney and Louisburg	672	8,953	9,625		20	20	10	119	129
72	Temiscouata	982	788	1,770	84	149	233	73	114	187
73	Temiskaming and Northern Ontario	3,809	15,462	19,272	10	82	92	139	211	350
74	Thousand Islands		1,136	1,136						
75	Toronto, Hamilton and Buffalo	2,936	41,977	44,913	41,229	3,037	44,266	1,173	1,060	2,233
76	Vancouver, Victoria and Eastern	42.099		42,099	272		272	1,793		1,793
77	Victoria Terminal Railway and Ferry Co	160	3,273	3,433	72	35	107	75	305	380
78	Victoria and Sidney, B.C	1,275	2,158	3,433		107	107		380	380
79	Wabash (in Canada)	55,240		55,240	4,513		4,513	5,595		5,595
80	Wellington Colliery Railway Co									
81	York and Carleton									
	Final total	2,232,133	764,859	2,996,992	388,314	164,156	552,470	180,014	72,624	252,638

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1912— *Continued.*

Number.	Name of Railway.	MANUFACTURES—*Continued.*								
		WINES, LIQUORS AND BEERS.			HOUSEHOLD GOODS AND FURNITURE.			OTHER MANUFACTURES.		
		Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co	17	18	35	726	1,176	1,902	5	11	16
2	Algoma Central and Hudson Bay	1		1	437		437	896		896
3	Algoma, Quebec and Western	15	40	55	186	41	227	71	198	269
4	Algoma Eastern	63		63				1,095		1,095
5	Bay of Quinte	93	20	113	136	108	244	48	24	72
6	Bedlington and Nelson									
7	Brandon, Saskatchewan and Hudson Bay	25		25	49		49	327		327
8	British Yukon	306		306	18		18	10		10
9	Brockville, Westport and Northwestern	136	117	253	251	211	463	363	1,102	1,465
10	Canada Southern	1,567	18,157	19,724	2,433	17,041	19,474	142,366	944,821	1,087,187
11	Canadian Government Rys. (Intercolonial)	5,398	4,535	9,933	8,755	8,051	16,806	261,847	121,173	383,020
12	" " (P. E. Island)	217	220	437	406	177	583			
13	Canadian Northern	14,727	6,260	20,987	35,403	36,714	72,117	99,046	20,374	119,420
14	" " Ontario	2,289	312	2,601	2,613	406	3,019	6,112	3,085	9,197
15	" " Quebec	14,128	8,921	23,049	1,224	1,707	2,931	8,821	61,326	70,147
16	Canadian Pacific	80,052	35,202	115,254	125,818	40,677	166,495	1,722,147	808,109	2,530,256
17	Cape Breton									
18	Caraquet		125	125	60	100	160	110	150	260
19	Central Ontario	17	508	525	719	235	954	2,007	9,400	11,407
20	Crow's Nest Southern	13		13	80		80	420	31	451
21	Cumberland Railway and Coal Co		1,040	1,040	110	720	830			
22	Dominion Atlantic	228		228	1,706	375	2,075	6,478	4,773	11,251
23	Eastern British Columbia								36	36
24	Elgin and Havelock	3,783		3,783	5	5	10		200	200
25	Essex Terminal							41,488		41,488
26	Grand Trunk	55,915	1,133	57,048	79,464	4,835	84,299	518,134	259,409	777,543
27	" (Canada Atlantic)	540	6,212	6,752	2,295	4,642	6,937	85,015	98,912	183,927
28	Halifax and Southwestern	203	143	346	739	315	1,054	8,178	350	8,528
29	Hereford	118	57	175	812	32	844	758	84	842
30	International of New Brunswick. (Records destroyed by fire)									
31	Inverness Railway and Coal Co	7	61	68	122	28	150			
32	Irondale, Bancroft and Ottawa		49	49	72	35	107	59	20	79
33	Kent Northern		10	10		40	40		50	50
34	Kettle Valley									

35	Kingston and Pembroke	294	400	694	605	101	706			
36	Klondike Mines									
37	Lotbiniere and Megantic		19	19	102	63	165	69	343	412
38	London and Port Stanley		527	527		150	150		40	40
39	Mame Central (formerly Washington County)				3		3	68,039		68,039
40	Manitoba Great Northern	427	97	524	544	10	554	1,872	15	1,887
41	Maritime Coal, Railway and Power Co		46	46	56	61	117			
42	Massawippi Valley	269	49	318	531	604	1,135	26,705	4,990	31,695
43	Moncton and Buctouche									
44	Montreal and Atlantic	315	4,311	4,626	3,065	658	3,723	218,516	94,517	313,033
45	Montreal and Province Line	1	139	140	95	104	199			
46	Montreal and Vermont Junction	18	557	575	5	3,211	3,216			
47	Morrissey, Fernie and Michel									
48	Midland Railway Co. of Manitoba	375		375	191		191	1,914		1,914
49	Napierville Junction		20	20	42	105	147		7,296	7,296
50	Nelson and Fort Sheppard	6		6	67		67	268	66	334
51	New Brunswick Coal and Railway Co							579	2,235	2,814
52	New Brunswick and P. E. Island		3	3		55	55		74	74
53	New Westminster Southern	17		17	103		103	244		244
54	North Shore									
55	Ottawa and New York	3,910	54	3,964	1,666	159	1,825	26,820	6,498	33,318
56	Père Marquette	9,744	1	9,745	4,327	180	4,507	1,902		1,902
57	Phillipsburg Railway and Quarry Co				5	1	6		40	40
58	Quebec Central	3,508	1,403	4,911	2,923	5,612	8,535	42,480	10,289	52,769
59	Quebec and Lake St. John	5,329	2,316	7,645	308	210	518	9,248	1,832	11,080
60	Quebec, Montreal and Southern	175	239	414	119	207	326	105	5,316	5,421
61	Quebec Oriental	55	56	111	57	20	77	600	948	1,548
62	Quebec Railway, Light and Power Co	1,162	16	1,178	254	53	307	6,442	728	7,170
63	Red Mountain	135		135	22		22	22		22
64	Rutland and Noyan					89	89		884	884
65	Salisbury and Albert		8	8		49	49		607	607
66	Schomberg and Aurora								60	60
67	Stanstead, Shefford and Chambly	8	862	870	87	616	703			
68	St. Clair Tunnel									
69	St. Lawrence and Adirondack	211	1,118	1,329	1,369	118	1,487	53,021	18,786	71,807
70	St. Martins					20	20		60	60
71	Sydney and Louisburg	868	410	1,278	120	1,210	1,330	218	610	828
72	Temiscouata	140	503	643	212	48	260			
73	Temiskaming and Northern Ontario	1,333	3,648	4,981	1,689	2,639	4,328	4,712	5,625	10,337
74	Thousand Islands							340	3,565	3,905
75	Toronto, Hamilton and Buffalo	249	1,142	1,391	613	893	1,506	32,627	133,397	166,024
76	Vancouver, Victoria and Eastern	2,191		2,191	6,296		6,206	27,491	7	27,498
77	Victoria Terminal Railway and Ferry Co	184	229	413	100	720	820	10		10
78	Victoria and Sidney, B.C		413	413	1	820	821		10	10
79	Wabash (in Canada)	12,904		12,904	7,664		7,664	89,541		89,541
80	Wellington Colliery Railway Co								3,926	3,926
81	York and Carleton							72	521	593
	Final total	223,686	101,726	325,412	297,785	136,457	434,242	3,519,658	2,636,923	6,156,581

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	MERCHANDISE.			MISCELLANEOUS.			RECAPITULATION.		
					OTHER COMMODITIES.			GRAND TOTAL.		
		Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co	3,384	6,577	9,961				101,302	73,046	174,348
2	Algoma Central and Hudson Bay	1,505		1,505	3,660		3,660	444,285		444,285
3	Atlantic, Quebec and Western				179	1,437	1,616	6,882	8,588	15,470
4	Algoma Eastern	107		107	515		515	505,612		505,612
5	Bay of Quinté	349		349	31,194	18,391	82,585	130,035	146,474	276,509
6	Bedlington and Nelson	105		105	10		10	3,358	30	3,388
7	Brandon, Saskatchewan and Hudson Bay	1,250	77	1,327	335	174	509	78,444	2,109	80,553
8	British Yukon	3,056		3,056	307		307	24,374		24,374
9	Brockville, Westport and Northwestern	271	421	692	420	789	1,209	13,497	17,099	30,596
10	Canada Southern				787	6,365	7,152	771,669	6,233,044	7,004,713
11	Canadian Government Rys. (Intercolonial)	33,585	90,000	123,585	96,739	40,008	136,747	3,058,472	1,616,210	4,674,682
12	" " (P. E. Island)				27,952	4,824	32,776	115,151	9,091	124,242
13	Canadian Northern	18,902	78,482	97,384	387,686	149,914	537,600	4,704,926	1,265,523	5,970,449
14	" " Ontario	8,364	2,725	11,089	16,261	23,345	39,606	515,097	133,484	648,581
15	" " Quebec				35,519	28,860	64,379	479,940	394,203	874,143
16	Canadian Pacific	364,147	207,047	571,194	574,050	269,370	843,420	20,029,496	5,910,742	25,940,238
17	Cape Breton				1,047	829	1,876	3,499	2,975	6,474
18	Caraquet	520	11,254	11,774				19,320	18,164	37,484
19	Central Ontario	4,133	11,362	15,495	30,584	2,274	32,858	169,232	99,945	269,177
20	Crow's Nest Southern	1,681	61	1,742	593	12	605	167,910	9,579	177,489
21	Cumberland Railway and Coal Co	212	1,272	1,484	1,001	1,811	2,812	374,249	14,948	389,197
22	Dominion Atlantic	20,827	2,738	23,565	36,624	7,324	43,948	321,681	90,619	412,300
23	Eastern British Columbia	110	713	823	12	79	91	139,431	1,393	140,824
24	Elgin and Havelock		350	350		340	340	12,343	3,028	15,371
25	Essex Terminal				661		661	45,769	74,892	120,661
26	Grand Trunk	903,743	103,215	1,006,958	1,454,181	135,149	1,589,330	15,933,914	2,038,101	17,972,015
27	" (Canada Atlantic)	29,788	94,001	123,789	15,373	37,138	52,511	817,405	903,014	1,720,419
28	Halifax and Southwestern				29,543	10,273	39,816	217,760	34,682	252,442
29	Hereford	2,661	1,052	3,713	268		268	142,833	2,783	145,616
30	International of New Brunswick (records	destroyed by	fire)							
31	Inverness Railway and Coal Co	204	1,956	2,160	222	2,038	2,260	295,659	11,112	306,771
32	Irondale, Bancroft and Ottawa	55	1,135	1,190				19,493	4,655	24,148
33	Kent Northern		250	250	150	1,727	1,877	4,511	4,595	9,106
34	Kettle Valley	218	100	318				2,723	240	2,963

35	Kingston and Pembroke	11,826	10,347	22,173	3,620	18,962	22,582	84,456	56,466	140,922
36	Klondike Mines	431		431				23,841		23,841
37	Lotbinière and Megantic							54,447	2,228	56,675
38	London and Port Stanley	14,627	23,720	38,347	5,223	4,466	9,689	50,904	487,074	537,978
39	Maine Central	5,083		5,083	80		80	198,283		198,283
40	Manitoba Great Northern	910	133	1,043	5,201	276	5,477	114,648	79,646	194,294
41	Maritime Coal Railway and Power Co	126	584	710				194,961	4,456	199,417
42	Massawippi Valley	3,625	10,906	14,531	7,855	22,570	30,425	128,563	434,588	563,151
43	Moncton and Buctouche	376	3,353	3,729	1,348		1,348	21,068	5,133	26,201
44	Montreal and Atlantic	1,789	27,164	28,953	72,839	26,392	99,231	533,802	805,799	1,339,601
45	Montreal and Province Line	2,191	11,722	13,913	329	4,428	4,757	24,389	71,691	96,080
46	Montreal and Vermont Junction	1,237	9,605	10,842	307	25,976	26,283	16,979	430,953	447,932
47	Morrissey, Fernie and Michel	2,500		2,500				371,099	10,000	381,099
48	Midland Railway Co. of Manitoba	1,063		1,063	388		388	22,184		22,184
49	Napierville Junction	197	1,711	1,908	47	2,969	3,016	17,926	253,608	271,534
50	Nelson and Fort Sheppard	2,338	118	2,456	882	15	897	25,333	361	25,694
51	New Brunswick Coal and Railway Co							53,535	3,371	56,906
52	New Brunswick and P. E. Island		2,850	2,850	2,915		2,915	38,486	9,989	48,475
53	New Westminster Southern	4,481		4,481	1,384		1,384	52,277		52,277
54	North Shore							4,306		4,306
55	Ottawa and New York				1,097	420	1,517	159,714	61,974	221,688
56	Père Marquette	217,038	9,043	226,081	148,861	6,203	155,067	1,729,974	277,871	2,007,845
57	Phillipsburg Railway and Quarry Co				1		1	4,510	10,082	14,592
58	Quebec Central	14,030	43,123	57,153	3,508	14,031	17,539	792,833	138,424	931,257
59	Quebec and Lake St. John	4,315	8,421	12,736	33,214	19,047	52,261	225,937	155,479	381,416
60	Quebec, Montreal and Southern	9,504	10,802	20,306	1,238	2,789	4,027	113,613	276,050	389,663
61	Quebec Oriental	607	1,370	1,977	334	4,292	4,626	11,822	20,492	32,314
62	Quebec Railway, Light and Power Co				1,944	607	2,551	153,068	9,716	162,784
63	Red Mountain	623	1	624	91		91	27,051	52	27,103
64	Rutland and Novan		97	97		411	411	924	98,324	99,248
65	Salisbury and Albert					552	552	14,834	7,010	21,844
66	Schomberg and Aurora	20	400	420	500	208	708	8,421	2,946	11,367
67	Stanstead, Shefford and Chambly	1,240	19,560	20,800	1,877	36,983	38,860	11,499	462,056	473,555
68	St. Clair Tunnel									
69	St. Lawrence and Adirondack				4,309	2,175	6,484	565,267	301,011	866,278
70	St. Martins	1,263	3,750	5,013				12,355	4,730	17,085
71	Sydney and Louisburg	2,896	6,314	9,210	26,142	90,569	116,711	4,153,131	177,207	4,330,338
72	Temiscouata	145	232	377	4,017	6,052	10,069	132,578	15,373	147,951
73	Temiskaming and Northern Ontario	22,123	36,512	58,635	3,825	9,613	13,438	340,379	248,511	588,890
74	Thousand Islands				8,652	6,416	15,068	14,712	23,022	37,734
75	Toronto, Hamilton and Buffalo				17,203	173,944	191,147	207,854	2,133,722	2,341,576
76	Vancouver, Victoria and Eastern	28,708	1,110	29,818	10,357		10,357	949,954	4,654	954,608
77	Victoria Terminal Railway and Ferry Co	1,747	3,526	5,273				7,100	25,857	32,957
78	Victoria and Sidney, British Columbia	628	4,726	5,354				17,231	17,134	34,365
79	Wabash (in Canada)	89,092		89,092	39,241		39,241	1,317,283		1,317,283
80	Wellington Colliery Railway Co							500,006	4,815	504,821
81	York and Carleton	6	13	19				12,923	1,356	14,279
	Final total	1,845,962	866,001	2,711,963	3,157,705	1,252,837	4,410,542	63,186,732	26,257,599	89,444,331

TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1912.

Number.	Name of Railway.	Locomotives.					Cars in Passenger Service.									
		Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class.	Combination.	Emigrant.	Dining.	Parlour.	Sleeping.	Baggage, Express and Postal.	Other cars in Passenger Service.	Total.
1	Alberta Railway and Irrigation Co	3	3	2	8		8	4						1		13
2	Algoma Central and Hudson Bay	8	16	5	29		4		3							7
3	Atlantic, Quebec and Western	2	3		5		7	1	2					1		11
4	Algoma Eastern		2		2	1			1							1
5	Bay of Quinté		7		7		6		2					3		11
6	Bedlington and Nelson		1		1	1			1							1
7	Brandon, Saskatchewan and Hudson Bay	1	1		2	2	2							1		3
8	British Yukon		11		11		12							3		15
9	Brockville, Westport and Northwestern	4			4		5							1	4	10
10	Canada Southern	63	90	35	188		10	43	7		2			23	4	89
11	Canadian Govt. Railways, (Intercolonial)	118	244	25	387		135	37	85	53	13	9	43	79	3	457
12	" " " (P. E. Island)		18	4	22		22	13	7					16		58
13	Canadian Northern	62	257	31	350		85	95	16	6	17		32	78		329
14	" " Ontario	15	29	4	48	48	17	14	3		3	9		8		54
15	" " Quebec	13	26	3	42	31	18	13	7	10		2		10		60
16	Canadian Pacific	516	1,077	227	1,820		748	174	108	315	96	27	273	491	5	2,237
17	Cape Breton	2			2		2							2		4
18	Caraquet		3		3		3									3
19	Central Ontario	7	6	1	14		7	1						4		12
20	Crow's Nest Southern	1	2		3	3	1							1		2
21	Cumberland Railway and Coal Co	3	2	1	6		2		2							4
22	Dominion Atlantic	11	15		26		24		10		1	2		15		52
23	Eastern British Columbia		2		2		2							1		3
24	Elgin and Havelock	1	1		2		1									1
25	Essex Terminal		1		1											
26	Grand Trunk	208	617	120	945	10	466	54	97	5	20	19		300	3	964
27	" " (Canada Atlantic)	15	41	5	61		15	7	7			3		7		39
28	Halifax and Southwestern	9	6	1	16	7	16	9	2			2		7		36
29	Hereford	1	2		3	3	1		2							3
30	International of New Brunswick (Records destroyed by fire)															
31	Inverness Railway and Coal Co	2	4	1	7	1	3		1					1		5
32	Irondale, Bancroft and Ottawa		2		2				1							1
33	Kent Northern	3			3				1							1
34	Kettle Valley		1		1				1							1
35	Kingston and Pembroke	4	4		8		5	2	2					3	1	13

36	Klondike Mines		3		3		1		1							2
37	Lotbiniere and Megantic		3		3			1	1							2
38	London and Port Stanley	1	2		3			2	1							3
39	Main Central (formerly Washington County)	1	2		3	3	1		1							2
40	Manitoba Great Northern	1	2		3	3	2							2		4
41	Maritime Coal Railway and Power Co	1	3		4				1					1	1	3
42	Massawippi Valley	7	6		13	13	9							6		15
43	Moncton and Buctouche		3		3		2		1							3
44	Montreal and Atlantic	4	8		12			7	11			2		3		23
45	Montreal and Province Line	1	2		3		2	1								3
46	Montreal and Vermont Junction	4	11		15		11		4					3		18
47	Morrissey, Fernie and Michel		3		3			6								6
48	Midland Railway Co., of Manitoba	4	4	1	9	9	18							6		24
49	Napierville Junction		1		1			1	1							2
50	Nelson and Fort Sheppard	1	1		2	2	1		1							2
51	New Brunswick Coal and Railway Co		5		5				3							3
52	New Brunswick and P. E. Island		3		3		2	1								3
53	New Westminster Southern		1		1	1	1		1							2
54	North Shore		1		1		1									1
55	Ottawa and New York	3	2		5	5		2	1					1		4
56	Pere Marquette	13	35	4	52		15	6	2					5		28
57	Phillipsburg Railway and Quarry Co		1		1				1							1
58	Quebec Central	14	14	3	31		10	6	12		2	1		10		41
59	Quebec and Lake St. John	8	14	3	25	11	13	11	4				5	6		39
60	Quebec, Montreal and Southern	3	10		13			7	4					1		12
61	Quebec Oriental	2	3		5		1	2						1		4
62	Quebec Railway Light and Power Co		5		5		4	2	2					2	12	22
63	Red Mountain		1		1	1	1							1		21
64	Rutland and Noyan	3	1		4	4	3		2					2		21
65	Salisbury and Albert		5		5		1							2		8
66	Schomberg and Aurora	1			1	1	2									8
68	Stanstead, Shefford and Chambly	2	4		6		4	2						1		21
68	St. Clair Tunnel			6	6											
69	St. Lawrence and Adirondack	4	5		9	5	5	1	1							7
70	St. Martins		2		2			1	1							2
71	Sydney and Louisburg	2	16	11	29		3	2	3							8
72	Temiscouata	5	4		9		2	2	2					2		8
73	Temiskaming and Northern Ontario	10	30	4	44		14	17			3			10		44
74	Thousand Islands		2		2				1							1
75	Toronto, Hamilton and Buffalo	9	16	4	29		9	2	4					2		17
76	Vancouver, Victoria and Eastern	4	9	1	14	14	18		3					5		26
77	Victoria Terminal Railway and Ferry Co															
78	Victoria and Sidney, B. C	1	1		2		2		1							3
79	Wabash (in Canada)	11	42	3	56		2		14		2	13		3		34
80	Wellington Colliery Railway Co		6		6			1								1
81	York and Carleton		1		1		1							1		2
	Final total	1,192	2,787	505	4,484	181	1,788	550	453	389	159	89	353	1,132	33	4,946

TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1912—*Continued.*

Number.	Name of Railway.	Cars in Freight Service.								Cars in Company's Service.						Total cars in service.	Cars leased	Fast freight line service.
		Box.	Flat.	Stock	Coal.	Tank.	Refrigerator	Other cars in freight service.	Total.	Officers and pay.	Gravel.	Derrick.	Caboose.	Other road.	Total.			
1	Alberta Railway and Irrigation Co	4	8		47				59	3		5	3	4	15	87		
2	Algoma Central and Hudson Bay	31	567		166			277	1,041	2	82	2	10	32	128	1,176		
2	Atlantic, Quebec and Western	1	25					1	27							38		
4	Algoma Eastern	2	106		2			32	142		10		2	5	17	160	5	
5	Bay of Quinte	16	118						134		20		2	3	25	170		
6	Bedlington and Nelson							5	5							6	6	
7	Brandon, Saskatchewan and Hudson Bay							122	122				1	1	2	127	127	
8	British Yukon	97	74	33	12		4		220	1		1	8	3	13	248		
9	Brockville, Westport and North Western	8	6	1	2				17					1	1	28		
10	Canada Southern	1,378	156	7	31	29			1,601			3	73	92	168	1,858		
11	Canadian Government Rys (Intercolonial)	6,954	2,916	146	1,230	54	144	49	11,493	7	199		111	28	345	12,295		
12	" " " (P. E. Island)	313	154	28	27	1	3	4	530	1				20	21	609		
13	Canadian Northern	12,737	2,045	634	1,020	10	219		16,665	13	32	33	227	759	1,064	18,058		
14	" " (Ontario)	214	440	26	205			53	938	1	2		25	65	93	1,085	1,025	
15	" " (Quebec)	398	175	10	68		26	69	746	2			28	62	92	898	589	
16	Canadian Pacific	43,552	7,982	3,534	3,351	178	1,501	1,348	61,645	45	1,470	67	1,065	2,720	5,367	69,050		232
17	Cape Breton		14						14							18		
18	Caraquet	5	25						30							33		
19	Central Ontario	53	182	11	10			25	281	1			3		4	297		
20	Crow's Nest Southern							268	268				2	1	3	273	273	
21	Cumberland Railway and Coal Co	2	28		269				299		14	1	1	1	17	320		
22	Dominion Atlantic	196	194	12	28				430			1	5	22	28	510		
23	Eastern British Columbia	9	10						19				1		1	23		
24	Elgin and Havelock	2		1					3							4		
25	Essex Terminal																	
26	Grand Trunk	16,600	3,779	1,433	5,232	113	941		28,098	15	676	32	465	1,018	2,206	31,268		
27	" " (Canada Atlantic)	1,492	295	49	75		24		1,935	1	3	1	10	95	110	2,084		
28	Halifax and Southwestern	94	226	2	27	1	2		352	1		1	4	17	23	411	163	
29	Hereford	60	10						70				2		2	75	75	
20	International of New Brunswick*																	
31	Inverness Railway and Coal Co	8	29		148				185				3	5	8	198		
32	Irondale, Bancroft and Ottawa		3						3					1	1	5	1	
33	Kent Northern	1							1							2		
34	Kettle Valley	1	2					1	4							5		
35	Kingston and Pembroke	7	43					2	52	1		1	1		3	68		
36	Klondike Mines		23						23							25		

37	Lotbiniére and Megantic	2	24						26				1		1	29		
38	London and Port Stanley	30	3	3	45				81				2	1	3	87		
39	Maine Central	25	10						35							37	37	
40	Manitoba Great Northern							293	293				1		1	298	298	
41	Maritime Coal Railway and Power Co.		2						2		6			2	8	13		
42	Massawippi Valley	440	180						620				5	5	10	645	645	
43	Moncton and Buctouche	5	37						42				1		1	46		
44	Montreal and Atlantic	235	204	38			1		478				12	142	154	655		33
45	Montreal and Province Line	41	21		4				66				1	3	4	73		
46	Montreal and Vermont Junction	258	131	4	21		4	1	419			2	7	17	26	463		
47	Morrissey, Fernie and Michel	7	1		50			2	60				1	1	2	68		
48	Midland Railway Co. of Manitoba							228	228				2		2	254	254	
19	Napierville Junction															2		
50	Nelson and Fort Sheppard							39	39				1		1	42	42	
51	New Brunswick Coal and Railway Co.	6	53		10				69				1	1	2	74		
52	New Brunswick and P. E. Island	4	41						45							48		
52	New Westminster Southern							79	79							81	81	
54	North Shore	1	1		3				5					1	1	7		
55	Ottawa and New York	118	14						132		5		2	2	9	145	145	
56	Père Marquette	1,287	121	33	599		11		2,051			1	22	16	39	2,118	2,090	
57	Phillipsburg Railway and Quarry Co.		1						1							2		
58	Quebec Central	260	371	68	58	2	8		767	1	36	1	12	28	78	886		
59	Quebec and Lake St. John	382	158	19	59		8		626		15	1	14	32	62	727	10	
60	Quebec, Montreal and Southern	1,391	42	90			10		1,533			1	4	16	21	1,566		
61	Quebec Oriental												2	3	5	9		
62	Quebec Railway, Light and Power Co.	31	75	1	14			48	169				1	2	3	194		
63	Red Mountain							41	41							43	43	
64	Rutland and Noyan	50	5	2	2				59				1		1	67	67	
65	Salisbury and Albert	4	27	1					32							35		
66	Schomberg and Aurora		13						13							15		
67	Stanstead, Shefford and Chambly	102	52	1	8		1		164				3	6	9	180		
68	St. Clair Tunnel																	
69	St. Lawrence and Adirondack	75	30						105			1	3	3	7	119	105	
70	St. Martins	1	6						7							9		
71	Sydney and Louisburg	16	95	25	1,513	2			1,651		12	1	8	6	27	1,686		
72	Temiscouata	83	55						138	1			2	5	8	154		
73	Temiskaming and Northern Ontario	147	465	10					622	3			19	64	86	752		
74	Thousand Islands		1						1							2		
75	Toronto, Hamilton and Buffalo	179	68	10					257	1	26		8	5	40	314		
76	Vancouver, Victoria and Eastern							1,440	1,440				5	41	46	1,512	1,512	
77	Victoria Terminal Railway and Ferry Co.																	
78	Victoria and Sidney, B.C.	2	15						17					1	1	21		
79	Wabash (in Canada)	560	25	90	100		175		950			1	30	11	42	1,026		
80	Wellington Colliery Railway Co.	5	14		279				298		9				9	308		
81	York and Carleton		4						4							6		
	Final total	89,982	22,000	6,322	14,715	390	3,082	4,427	140,918	100	2,617	157	2,223	5,369	10,466	156,330	7,593	265

*Records destroyed by fire.

TABLE 14.—SUMMARY of Cars in Freight Service for the Year Ending

Number.	Name of Railway.	Box Cars.		Flat Cars.		Stock Cars.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons.		Tons.
1	Alberta Railway and Irrigation Co.	4	80	8	160		
2	Algoma Central and Hudson Bay	31	1,105	567	21,010		
3	Atlantic, Quebec and Western	1	30	25	750		
4	Algoma Eastern	2	65	106	4,220		
5	Bay of Quinté	16	330	118	2,630		
6	Bedlington and Nelson						
7	Brandon, Saskatchewan and Hudson Bay						
8	British Yukon	97	1,880	74	1,420	33	660
9	Brockville, Westport and Northwestern	8	200	6	120	1	20
10	Canada Southern	1,378	46,640	156	3,610	7	140
11	Canadian Gov't. Rys. (Intercolonial)	6,954	203,900	2,916	76,735	146	3,495
12	" " " (P.E. Island)	313	3,840	154	1,765	28	285
13	Canadian Northern	12,737	382,110	2,045	63,430	634	18,850
14	" " Ontario	214	6,420	440	13,940	26	780
15	" " Quebec	398	11,925	175	5,070	10	300
16	Canadian Pacific	43,552	1,381,685	7,982	260,575	3,534	101,335
17	Cape Breton			14	420		
18	Caraquet	5	75	25	375		
19	Central Ontario	53	1,270	182	4,650	11	320
20	Crow's Nest Southern						
21	Cumberland Railway and Coal Co.	2	40	28	380		
22	Dominion Atlantic	196	4,515	194	4,980	12	245
23	Eastern British Columbia	9	360	10	400		
24	Elgin and Havelock	2	40			1	20
25	Essex Terminal						
26	Grand Trunk	16,600	479,600	3,779	101,115	1,433	39,040
27	" " (Canada Atlantic)	1,492	42,910	295	7,950	49	1,290
28	Halifax and Southwestern	94	2,630	226	6,450	2	40
29	Hereford	60	1,800	10	200		
30	International of New Brunswick*						
31	Inverness Railway and Coal Co.	8	160	29	870		
32	Irondale, Bancroft and Ottawa			3	60		
33	Kent Northern	1	15				
34	Kettle Valley	1	25	2	50		
35	Kingston and Pembroke	7	140	43	860		
36	Klondike Mines			23	345		
37	Lotbiniere and Megantic	2	45	24	720		
38	London and Port Stanley	30	810	3	75	3	90
39	Maine Central	25	750	10	300		
40	Manitoba Great Northern						
41	Maritime Coal, Railway and Power Co.			2	40		
42	Massawippi Valley	440	8,750	180	3,359		
43	Moncton and Buctouche	5	100	37	740		
44	Montreal and Atlantic	235	5,905	204	6,110	38	1,020
45	Montreal and Province Line	41	730	21	365		
46	Montreal and Vermont Jct.	258	7,670	131	3,845	4	80
47	Morrissey, Fernie and Michel	7	280	1	40		
48	Midland Ry. Co. of Manitoba						
49	Napierville Jct						
50	Nelson and Fort Sheppard						
51	New Brunswick Coal and Ry. Co	6	160	53	1,430		
52	New Brunswick and P. E. Island	4	70	41	615		
53	New Westminster Southern						
54	North Shore	1	30	1	30		
55	Ottawa and New York	118	2,360	14	280		
56	Père Marquette	1,287	42,285	121	3,335	33	970
57	Phillipsburg Ry. and Quarry Co.			1	25		
58	Quebec Central	260	6,905	371	9,370	68	1,885
59	Quebec and Lake St. John	382	12,200	158	4,235	19	455
60	Quebec, Montreal and Southern	1,391	41,730	42	1,050	90	2,700

*Records destroyed by fire.

SESSIONAL PAPER No. 20b

June 30th, 1912—Showing Number and Aggregate Capacity.

Coal Cars.		Tank Cars.		Refrigerator Cars		Other Cars.		Total.		
Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.
	Tons.		Tons.		Tons.		Tons.		Tons.	
47	940							59	1,180	1
166	7,640					277	13,670	1,041	43,425	2
						1	15	27	795	3
2	80					32	1,600	142	5,965	4
						5	125	134	2,960	5
						122	3,050	5	125	6
				4	80			122	3,050	7
12	240							220	4,280	8
2	40							17	380	9
31	740	29	590					1,601	51,720	10
1,230	25,865	54	1,350	144	3,995	49	1,470	11,493	316,810	11
27	430	1	10	3	45	4	40	530	6,415	12
1,020	39,880	10	300	219	6,570			16,665	511,140	13
205	9,350					53	2,120	938	32,610	14
68	1,950			26	780	69	2,760	746	22,785	15
3,351	154,680	178	8,180	1,501	43,535	1,348	43,535	61,446	1,993,525	16
								14	420	17
								30	450	18
10	400					25	875	281	7,515	29
						268	6,700	268	6,700	20
269	3,565							299	3,985	22
28	590							430	10,230	23
								19	760	24
								3	60	25
										26
5,232	233,610	113	2,190	941	28,120			28,098	883,675	27
75	2,790			24	720			1,933	55,660	28
27	675	1	30	2	60			352	9,885	29
								70	2,000	30
										31
148	4,440							185	5,470	32
								3	60	33
								1	15	34
						1	25	4	100	35
						2	40	52	1,040	36
								23	345	37
								26	765	38
45	1,290							81	2,265	39
								35	1,050	40
						293	7,325	293	7,325	41
								2	40	42
								620	12,100	43
								42	840	44
				1	30			478	13,065	45
4	60							66	1,155	46
21	420			4	120	1	15	419	12,150	47
50	1,500					2	60	60	1,880	48
						228	5,700	228	5,700	49
										50
						39	975	39	975	51
10	250							69	1,840	52
								45	685	53
						79	1,975	79	1,975	54
3	75							5	135	55
								132	2,640	56
599	21,020			11	325			2,051	67,935	57
								1	25	58
58	1,740	2	40	8	230			767	20,170	5
59	1,750			8	230			626	18,870	60
				10	300			1,533	45,780	

TABLE 14.—SUMMARY of Cars in Freight Service for the Year ending

Number.	Name of Railway.	Box Cars.		Flat Cars.		Stock Cars.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons.		Tons.
61	Quebec Oriental						
62	Quebec Ry. Light and Power Co	31	770	75	1,500	1	20
63	Red Mountain						
64	Rutland and Noyan	50	1,500	5	150	2	40
65	Salisbury and Albert	4	60	27	405	1	10
66	Schomberg and Aurora			13	195		
67	Stanstead, Shefford and Chambly	102	1,940	52	845	1	20
68	St. Clair Tunnel						
69	St. Lawrence and Adirondack	75	1,500	30	600		
70	St. Martins	1	20	6	120		
71	Sydney and Louisburg	16	320	95	2,990	25	730
72	Temiscouata	83	2,120	55	1,210		
73	Temiskaming and Northern Ontario	147	5,410	465	15,910	10	300
74	Thousand Islands			1	20		
75	Toronto, Hamilton and Buffalo	179	5,370	68	2,040	10	300
76	Vancouver, Victoria and Eastern						
77	Victoria Terminal Ry. & Ferry Co						
78	Victoria and Sidney, B.C.	2	40	15	300		
79	Wabash (in Canada)	560	17,770	25	890	90	2,630
80	Wellington Colliery Ry. Co	5	60	14	280		
81	York and Carleton			4	60		
	Final total	89,982	2,741,350	22,000	648,010	6,322	178,070

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June 30, 1912, showing Number and Aggregate Capacity—*Concluded.*

Coal Cars.		Tank Cars.		Refrigerator Cars		Other Cars.		Total.		
Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.
	Tons.		Tons.		Tons.		Tons.		Tons.	
										61
14	280					48	1,440	169	4,010	62
						41	1,025	41	1,025	63
2	80							59	1,770	64
								32	475	65
								13	195	66
8	160			1	20			164	2,985	67
										68
								105	2,100	69
								7	140	70
1,513	30,455	2	30					1,651	34,525	71
								138	3,330	72
								622	21,620	73
								1	20	74
								257	7,710	75
						1,440	36,000	1,440	36,000	76
										77
								17	340	78
100	4,540			175	5,250			950	31,080	79
279	9,650							298	9,990	80
								4	60	81
14,715	561,175	390	12,720	3,082	90,410	4,427	130,540	140,918	4,362,275	

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1912.

Number.	Name of Railway.	BRIDGES.											
		STONE.				IRON.				WOODEN.			
		No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
			Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
1	Alberta Railway and Irrigation Co.									4	615 0	80 0	300 0
2	Algoma Central and Hudson Bay					3	2,028 0	50 0	1,550 0				
3	Algoma Eastern					1	166 2						
4	Atlantic, Quebec and Western					23	6,455 0	21 0	761 0				
5	Bay of Quinté					12	1,010 0			1	60 0	60 0	60 0
6	Bedlington and Nelson									1	75 0	75 0	75 0
7	Brandon, Sask. and Hudson Bay									1	252 0	252 0	252 0
8	British Yukon												
9	Brockville, Westport & N'th West'n					1	69 0	69 0	69 0	31	306 0		65 0
10	Canada Southern	34	569 3	8 0	60 0	60	6,698 2	11 0	1,001 6	1	9 6		
11	Can. Gov't Rys: Intercolonial					*397	37,106 0	10 0	1,785 6	94	4,583 2	12 0	497 0
12	" P. E. Island					45	4,858 4	12 0	252 0	13	2,517 6	12 0	30 0
13	Canadian Northern					13	11,870 0	52 0	1,876 0	69	6,426 0	30 0	960 0
14	" Ontario					71	8,942 0	16 0	845 0				
15	" Quebec					26	8,594 0	57 0	1,416 0				
16	Canadian Pacific	60	4,205 0	10 0	816 0	*1,174	158,967 0	12 0	7,303 0	636	11,746 0	6 0	409 0
17	Cape Breton					4	309 0	33 0	370 0				
18	Caraquet									9	4,100 0	50 0	1,650 0
19	Carillon and Grenville									1			
20	Central Ontario					11	1,134 0	34 0	490 0	1	45 0	45 0	45 0
21	Crow's Nest Southern									8	2,254 0	44 0	450 0
22	Cumberland Rly. and Coal Co.					4	20 0			1	18 0		
23	Dominion Atlantic					18	4,074 0	29 0	1,207 0	8	2,263 0	40 0	586 0
24	Eastern British Columbia												
25	Elgin and Havelock					3	150 0						
26	Grand Trunk	89	4,698 0	10 0	330 0	*883	97,984 0	8 0	6,594 0	423	15,441 0	8 0	306 0
27	" (Canada Atlantic)					76	10,801 0	12 0	2,180 0	50	2,440 0	12 0	196 0
28	Hereford					6	2 2 0	23 0	71 0	4	637 0	40 0	318 0
29	Halifax and Southwestern	1	50 0	50 0	50 0	62	5,616 3	17 0	403 0	78	1,338 0	17 0	403 0
30	Inverness Railway and Coal Co					9	525 0	20 5	120 0	5	52 0	8 0	14 0
31	Irondale, Bancroft and Ottawa					1	90 0	90 0	90 0	16	575 0		
32	Kaslo and Slocan									14	2,330 0	6 0	330 0

33	Kent Northern	1	30 0	30 0	30 0										
34	Kettle Valley									3	1,050 0	100 0	550 0		
35	Kingston and Pembroke					14	534 0	24 0	105 0	69	603 0	4 0	47 0		
36	Klondyke Mines					2	486 11	80 0	406 11						
37	London and Port Stanley					6	1,751 0	55 0	596 0						
38	Lotbinière and Megantic					1	34 0	34 0	34 0						
39	Manitoba Great Northern									1	419 0	419 0	419 0		
40	Maritime Ry., Coal and Power Co.									2	310 0	110 6	200 0		
41	Massawippi Valley	1	12 0	12 0	12 0					10	382 0	10 0	141 0		
42	Moncton and Buctouche									5	899 0				
43	Montreal and Atlantic	1	53 6	53 6	53 6	34	2,963 6	23 0	387 0	2	357 7	125 7	232 0		
44	Montreal and Province Line					4	129 0	12 0	91 0	15	963 0	8 0	724 0		
45	Montreal and Vermont Junction	1	20 0	20 0	20 0	1	286 0	286 0	286 0	1	9 0	9 0	9 0		
46	Morrissey, Fernie and Michel									1	900 0	900 0	900 0		
47	Midland of Manitoba					5	370 0	48 0	96 0	1	400 0	100 0	400 0		
48	Napierville Junction					8	255 6	13 0	55 0						
49	Nelson and Fort Sheppard					1	500 0	500 0	500 0	1	80 0	80 0	80 0		
50	New Brunswick Coal and Ry. Co.					2	320 0	100 0	220 0	6	793 0	17 0	150 0		
51	New Brunswick and P. E. Island									7	1,035 0	52 0	350 0		
52	New Westminster Southern									1	70 0	70 0	70 0		
53	North Shore														
54	Ottawa and New York					5	2,606 0	40 0	2,236 0						
55	Père Marquette (in Canada)					9	1,755 0	16 0	1,215 0						
56	Phillipsburg Rly. and Quarry Co.														
57	Princeton Branch, now Maine Cent'l.					2	721 0	253 0	468 0						
58	Quebec Central					63	4,483 9	15 0	646 5						
59	Quebec Oriental					1	227 0	227 0	227 0						
60	Quebec Rly., Light and Power Co.					15	1,550 0	13 0	300 0						
61	Quebec and Lake St. John					28	3,727 0	24 0	220 0						
62	Quebec, Montreal and Southern					17	4,745 0	24 0	965 0						
63	Red Mountain														
64	Rutland and Noyan														
65	Salisbury and Albert					6				8					
66	Schomberg and Aurora														
67	Stanstead, Shefford and Chambly					1	112 0	112 0	112 0	12	437 0	8 0	336 0		
68	St. Lawrence and Adirondack					10	1,322 0	18 0	598 0						
69	St. Martins														
70	Sydney and Louisburg					11	567 0	12 0	330 0	1	13 0	13 0	13 0		
71	Temiscouata					2	504 6	212 0	292 0						
72	Temiskaming and N'thn Ontario	1	200 0	200 0	200 0	16	3,877 5	30 0	800 0						
73	Thousand Islands					5	795 0	103 0	250 0						
74	Toronto, Hamilton and Buffalo					13	1,667 6	13 6	480 0						
75	Vancouver, Victoria and Eastern									19	4,515 0	60 0	418 0		
76	Victoria and Sidney														
77	Wabash (in Canada)														
78	York and Carleton														
	Final total	189				3,185				1,634					

* Steel.

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1912—*Continued.*

No.	Name of Railway.	BRIDGES.								TRESTLES.			
		COMBINATION.				TOTAL.							
		No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
			Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
1	Alberta Railway and Irrigation Co.					4	615 0	80 0	300 0	4	3,420 0	90 0	1,515 0
2	Algoma Central and Hudson Bay	3	991 0	129 0	510 0	6	3,029 0			85	22,458 0	14 0	1,092 0
3	Algoma Eastern					1	166 2			15	3,112 3	26 0	585 0
4	Atlantic, Quebec and Western					23	6,455 0	21 0	761 0	8	2,927 0	210 0	481 0
5	Bay of Quinté					13	1,070 0						
6	Bedlington and Nelson					1	75 0			12	3,407 0	65 0	767 0
7	Brandon, Saskatchewan and Hudson Bay					1	252 0			28	3,183 0	56 0	418 0
8	British Yukon	1	150 0			1	150 0			37	4,732 0	16 0	702 0
9	Brockville, Westport and Northwestern	19	179 0	6 0	12 0	51	554 0			2	1,275 0	575 0	700 0
10	Canada Southern					95	7,276 11			29	1,099 4	9 2	121 0
	Canadian Government Railways—												
11	Intercolonial					491	41,689 2			22	9,669 4	41 0	2,964 0
12	P. E. Island					58	5,110 0						
13	Canadian Northern					82	18,296 0			1,737	165,594 0	15 0	3,750 0
14	Canadian Northern, Ontario	24	9,323 0	65 0	1,360 0	95	18,265 0			190	31,436 0	14 0	924 0
15	Canadian Northern, Quebec	16	9,273 0	140 0	3,485 0	42	17,867 0			65	8,173 0	10 0	450 0
16	Canadian Pacific	3	3,303 0	487 0	1,870 0	1,873	178,221 0			1,316	174,292 0	6 0	9,085 0
17	Cape Breton					4	309 0			1	260 0		
18	Caraquet					9	4,106 0						
19	Carillon and Grenville					1							
20	Central Ontario					12	1,179 0						
21	Crow's Nest Southern					8	2,254 0			34	9,539 0	14 0	1,712 0
22	Cumberland Railway and Coal Co					5	38 0						
23	Dominion Atlantic					26	6,337 0			29	8,418 0	28 0	350 0
24	Eastern British Columbia									6	552 0	52 0	109 0
25	Elgin and Havelock					3	150 0			6	1,060 0		
26	Grand Trunk	81	5,030 0	11 0	560 0	1,476	123,153 0			15	1,283 0	24 0	123 0
27	Grand Trunk (Canada Atlantic)	5	2,193 0	120 0	1,053 0	131	2,193 0			30	3,805 0	12 0	627 0
28	Halifax and Southwestern					141	7,004 3			52	8,095 0	13 0	804 0
29	Hereford					10	929 0			2	478 0	119 0	359 0
30	Inverness Railway and Coal Co					14	577 0			14	2,139 0	48 0	420 0
31	Iroudale, Bancroft and Ottawa					17	665 0						

32	Kaslo and Slocan						14	2,330	0							
33	Kent Northern						1	30	0							
34	Kettle Valley						3	1,050	0							
35	Kingston and Pembroke						83	1,137	0							
36	Klondyke Mines						2	486	11			15	2,925	6	32	0	425	0
37	London and Port Stanley						6	1,751	0							
38	Lotbinière and Megantic						1	34	0			1	600	0		
39	Manitoba Great Northern						1	419	0			64	6,870	0	28	0	592	0
40	Maritime Railway and Coal Co.						2	310	0							
41	Massawippi Valley						11	391	0			7	873	0	40	0	223	0
42	Moncton and Buctouche						5	899	0			5	2,290	0		
43	Montreal and Atlantic						37	3,374	7			320	5,623	7	4	6	280	0
44	Montreal and Province Line						19	1,092	0			42	1,229	0	8	0	118	0
45	Montreal and Vermont Junction						3	315	0			7	150	0	14	0	36	0
46	Morrissey, Fernie and Michel						1	900	0			4	80	0	20	0		
47	Midland of Manitoba						6	770	0			6	3,121	0	182	0	884	0
48	Napierville Junction						8	255	6							
49	Nelson and Fort Sheppard						2	580	0			43	5,268	0	14	0	504	0
50	New Brunswick Coal and Railway Co.						8	1,113	0			21	4,567	6	40	0	500	0
51	New Brunswick and P. E. Island						7	1,035	0							
52	New Westminster Southern						1	70	0			11	1,460	0	11	0	542	0
53	North Shore															
54	Ottawa and New York						5	2,606	0			7	626	0	15	0	107	0
55	Pere Marquette						9	1,755	0			78	853	0	8	0	245	0
56	Phillipsburg Railway and Quarry Co.															
57	Princton Branch, now Maine Central						2	721	0			1	48	0	48	0	48	0
58	Quebec Central						63	4,483	9							
59	Quebec Oriental	1	950	0	950	0	950	0	2	2,177	0	1	346	0	346	0	346	0
60	Quebec and Lake St. John						28	3,727	0			17	1,139	0	20	0	266	0
61	Quebec Railway, Light and Power Co.						15	1,550	0							
62	Quebec, Montreal and Southern						17	4,745	0			23	3,890	0	22	0	1,001	0
63	Red Mountain											9	1,597	0	14	0	432	0
64	Rutland and Noyan															
65	Salisbury and Harvey						14									
66	Schomberg and Aurora															
67	Stanstead, Sheppard and Chambly						13	549	0			21	2,396	0	8	0	1,539	0
68	St. Lawrence and Adirondack						10	1,322	0							
69	St. Martins															
70	Sydney and Louisburg						12	580	0			13	2,180	0		
71	Temiscouata	11	2,041	0	112	0	477	0	13	2,545	0	35	1,556	0	28	0	562	0
72	Temiskaming and Northern Ontario						17	3,897	0			31	8,712	0	54	0	756	0
73	Thousand Islands						5	795	0							
74	Toronto, Hamilton and Buffalo						13	1,667	6			11	209	3	10	0	80	3
75	Vancouver, Victoria and Eastern						19	4,515	0			157	54,031	0	8	0	1,255	0
76	Victoria and Sidney											6	1,309	0	112	0	475	0
77	Wabash, in Canada															
78	York and Carleton															
	Final total	164					5,172					4,595						

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1912 *Continued.*

No.	Name of Railway.	Level Crossings.			Overhead Highway Crossings.							
					Bridges.		Conduits.		Trestles.		Total.	
		No.	Guarded.	Unguarded.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
						Feet. In.		Feet. In.		Feet. In.		Feet. In.
1	Alberta Railway and Irrigation Co.	63		63								
2	Algoma Central and Hudson Bay	12	1	11								
3	Algoma Eastern	1		1								
4	Atlantic, Quebec and Western	58		58								
5	Bay of Quinte	73	2	71	3						3	
6	Bedlington and Nelson	5		5								
7	Brandon, Saskatchewan and Hudson Bay	86		86								
8	British Yukon											
9	Brockville, Westport and Northwestern	35		35								
10	Canada Southern	483	73	410	1	20 4			12	20 1	13	20 1
	Canadian Government Railways—											
11	Intercolonial	867	138	729	35	18 3					35	18 3
12	P. E. Island	257	9	248	5	16 6					5	16 6
13	Canadian Northern	3,744	12	3,732								
14	Canadian Northern, Ontario	366	39	327	9	22 5			2	22 7	11	22 5
15	Canadian Northern, Quebec	219	20	199								
16	Canadian Pacific	8,719	398	8,321	66	20 4			15	20 9	81	20 0
17	Cape Breton	16		16								
18	Caraquet	64		64								
19	Carillon and Grenville	10	2	8								
20	Central Ontario	116	1	115								
21	Crows Nest Southern	18	1	17								
22	Cumberland Railway and Coal Co	14		14								
23	Dominion Atlantic	181	9	172	5	22 0					5	22 0
24	Eastern B. C											
25	Elgin and Havelock	21		21								
26	Grand Trunk	3,453	572	2,881	148	18 0	148	17 0	32	16 6	328	16 6
27	Grand Trunk (Canada Atlantic)	311	34	277	3	24 6					3	24 6
28	Halifax and Southwestern	287	7	280					1	23 6	1	23 6
29	Hereford	30	1	29								
30	Inverness Railway and Coal Co	59		59								
31	Irondale, Bancroft and Ottawa	17		17								

32	Kaslo and Slocan	1	1						1	22	0	1	22	0
33	Kent Northern	2		2										
34	Kettle Valley	11		11										
35	Kingston and Pembroke	56	3	53	1	16	5					1	16	5
36	Klondike Mines	4		4										
37	London and Port Stanley	37	6	31					4	19	0	4	19	0
38	Lotbinière and Megantic	9		9										
39	Manitoba Great Northern	129		129										
40	Maritime Railway Coal and Power Co	17		17										
41	Massawippi Valley	32	4	28	1	17	2					1	17	2
42	Moncton and Buctouche	21	2	19										
43	Montreal and Atlantic	197	14	183	2	22	6		1	18	9	3	18	9
44	Montreal and Province Line	42	3	39										
45	Montreal and Vermont Junction	16		16										
46	Morrissey, Fernie and Michel	8		8	1	30	0					1	30	0
47	Midland of Manitoba	10	5	5										
48	Napierville Junction	18	1	17										
49	Nelson and Fort Sheppard	15		15										
50	New Brunswick Coal and Railway Co	32		32										
51	New Brunswick and P. E. Island													
52	New Westminster Southern	80		80										
53	North Shore	3		3										
54	Ottawa and New York	69	1	68	1	20	0					1	20	0
55	Père Marquette	232	14	218	1	20	0					1	20	0
56	Phillipsburg Railway and Quarry Co													
57	Princeton Branch, now Maine Central													
58	Quebec Central	133	8	125										
59	Quebec Oriental	61		61										
60	Quebec Railway, Light and Power Co	18		18										
61	Quebec and Lake St. John	111	7	104										
62	Quebec, Montreal and Southern	128	5	123										
63	Red Mountain	10		10										
64	Rutland and Noyan	2		2										
65	Salisbury and Albert	30	2	28										
66	Schomberg and Aurora	11		11										
67	Stanstead, Shefford and Chambly	49	3	46					1	18	7	1	18	7
68	St. Lawrence and Adirondack	36	7	29					1	20	0	1	20	0
69	St. Martins	21		21										
70	Sydney and Louisburg	56	8	48	2	17	4					2	17	4
71	Temiscouata	44	2	42										
72	Temiskaming and Northern Ontario	100	4	96	1	26	0					1	26	0
73	Thousand Islands	20		20										
74	Toronto, Hamilton and Buffalo	122	35	87	1	19	8		8	20	9	9	19	8
75	Vancouver, Victoria and Eastern	155	14	141										
76	Victoria and Sidney and Terminal Co	31		31										
77	Wabash													
78	York and Carleton	11		11										
		21,775	1,468	20,307	286			118	78			512		

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1912—*Concluded.*

Number.	Name of Railway.	OVERHEAD RAILWAY CROSSINGS.								TUNNELS.	
		BRIDGES.		CONDUITS.		TRESTLES.		TOTAL.			
		No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
			Feet. In.		Feet. In.		Feet. In.		Feet. In.		Feet. In.
1	Alberta Railway & Irrigation Co.										
2	Algoma Central and Hudson Bay	1						1			
3	Algoma Eastern										
4	Atlantic, Quebec and Western										
5	Bay of Quinté	2						2			
6	Bedlington and Nelson										
7	Brandon, Saskatchewan and Hudson Bay										
8	British Yukon										
9	Brockville, Westport and North Western	1						1			
10	Canada Southern	3	18 3					3	18 3	1	18 0
	Canadian Government Railways:—										
11	Intercolonial	1	22 0					1	22 0	1	22 0
12	P. E. Island										
13	Canadian Northern										
14	Canadian Northern (Ontario)	8	24 0					8	24 0		
15	Canadian Northern (Quebec)										
16	Canadian Pacific	45	19 0	2	24 1	4	22 6	51	19 0	68	14 6
17	Cape Breton										
18	Caraquet										
19	Carillon and Grenville										
20	Central Ontario										
21	Crow's Nest Southern									1	22 0
22	Cumberland Railway & Coal Co.										
23	Dominion Atlantic										
24	Eastern B. C.										
25	Elgin and Havelock										
26	Grand Trunk	80	21 3	2	21 3	2	21 3	84	21 3		
27	Grand Trunk (Canada Atlantic)	5	20 6					5	20 6		
28	Halifax and South Western										
29	Hereford										
30	Inverness Railway & Coal Co.	1						1			
31	Irondale, Bancroft & Ottawa										

32	Kaslo and Slocan												
33	Kent Northern												
34	Kettle Valley												
35	Kingston and Pembroke												
36	Klondyke Mines												
37	London and Port Stanley												
38	Lotbinière and Megantic												
39	Manitoba Great Northern												
40	Maritime Coal, Railway & Power Co												
41	Massawippi Valley												
42	Moncton and Buctouche												
43	Montreal and Atlantic												
44	Montreal and Province Line												
45	Montreal and Vermont Junction												
46	Morrissey, Fernie & Michel												
47	Napierville Junction												
48	Nelson and Fort Sheppard												
49	New Brunswick Coal & Railway Co												
50	New Brunswick and P. E. Island												
51	New Westminster Southern												
52	North Shore												
53	Ottawa and New York												
54	Père Marquette												
55	Phillipsburg Railway & Quarry Co												
56	Princeton Branch												
57	Quebec Central	1	25 0					1	25 0				
58	Quebec Oriental												
59	Quebec Railway, Light & Power Co												
60	Quebec and Lake St. John												
61	Quebec, Montreal and Southern												
62	Red Mountain												
63	Rutland and Noyan												
64	Salisbury and Albert												
65	Schomberg and Aurora												
66	Stanstead, Shefford and Chambly												
67	St. Lawrence and Adirondack												
68	St. Martins												
69	Sydney and Louisburg												
70	St. Clair Tunnel											1	16 1¾
71	Temiscouata												
72	Temiskaming and Northern Ontario												
73	Thousand Islands												
74	Toronto, Hamilton and Buffalo	2	18 4					2	18 4	1	19 4		
75	Vancouver, Victoria and Eastern	10	21 6					10	21 6	5	22 0		
76	Victoria and Sidney												
77	Wabash												
78	York and Carleton												
	Final total	160		4		6		170		78			

906—9½

TABLE 16, A.—Summary of Accidents to Persons for
A.—Accidents Resulting from the Move

PASSENGERS.

Number.	Name of Railway.	Kind of Accident.									
		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars Breaking Down.		Falling from Trains, Locomotives or Cars.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed	Injured.	Killed.	Injured.
1	Canada Southern		3								1
2	Can. Gov't Rys: Intercolonial						1		3	1	5
	Prince Ed. Is'd										
3	Can. Northern		2		32					1	1
4	" " Quebec		1								
5	" Pacific	16	44		129		3		1	2	34
6	Crow's Nest Southern										
7	Grand Trunk	1	20		29					2	9
8	" (Can. Atlantic)									1	
9	Hereford		1								
10	London & Port Stanley										
11	Napierville Junction				5						
12	Père Marquette, (in Canada)										
13	Quebec Central									1	
14	Quebec and Lake St. John	1									
15	Quebec R'ly, Light & Power Co										
16	St. Lawrence and Adirondack										1
17	Temiskaming & Northern Ontario									2	
18	Toronto, Hamilton & Buffalo										
19	Vancouver, Victoria & Eastern				7						
20	Wabash, (in Canada)		2		1						
	Final total	18	73		203		4		4	10	51

Accidents to Postal Clerks, Express and Pullman Employees :—

	Killed.	Injured.
1. Canada Southern		5
2. Canadian Northern		1
3. Canadian Pacific		16
4. Grand Trunk		4
5. Vancouver, Victoria and Eastern		7
Total		33

the Year ending June 30, 1912, showing kind of Accident.
ment of Trains, Locomotives or Cars.

PASSENGERS.

Kind of Accident.										Total Accidents to PASSENGERS.	
Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.						Other Causes.			
		At Highway Crossings.		At Stations.		At Other Points Along Track.					
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	1								1		6
1	4				1				1	2	15
	1										1
	4								7	1	41
	1								1		6
1	35			2	1	1	1	5	45	27	293
	1										3
2	15	4	2		1			2	9	11	85
	2									1	2
	1										2
									1		1
											5
									1		1
	2									1	2
									2	1	2
	1										1
	1				1				1		4
										2	
	1								1		2
									1		8
				1					2	1	5
4	70	4	2	3	4	1	1	7	73	47	485

TABLE 16, B.—SUMMARY of Accidents to Persons for the
A.—Accidents Resulting from the Move

EMPLOYEES—

Number.	Name of Railway.	KIND OF ACCIDENT.									
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars Breaking Down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central and Hudson Bay.		1								
2	Algoma Eastern										
3	Bay of Quinté										
4	Bedlington and Nelson										
5	Canada Southern		5		3				1		
6	Can. Govt. Rys: Intercolonial	1	8	2	2				1		
7	" P. E. Island		1								
8	Canada Northern		10	1	15	1	18		2		
9	" Ontario			1							
10	" Quebec		2				1				
11	Canadian Pacific	5	79	16	57	5	20	1	4	1	10
12	Crow's Nest Southern										
13	Cumberland Ry. and Coal Co.	1									
14	Dominion Atlantic		1								
15	Grand Trunk	4	31	5	20	3	14		2		
16	" Canada Atlantic		2								
17	Halifax and Southwestern										
18	Kingston and Pembroke	1	2								
19	London and Port Stanley										1
20	Manitoba Great Northern					1	2				
21	Massawippi Valley		1		2						
22	Montreal and Atlantic										
23	Montreal and Province		6								
24	Montreal and Vermont Junction										
25	Morrisey, Fernie and Michel										
26	New Westminster Southern										
27	Ottawa and New York										
28	Père Marquette in Canada	1	1				1				
29	Quebec Central		2								
30	Quebec and Lake St. John		3								
31	Quebec Montreal and Southern		1		8						
32	Quebec Ry., Light and Power Co.,	1	1								
33	Red Mountain										
34	Stanstead, Shefford and Chambly										
35	St. Lawrence and Adirondack	1			1						
36	Sydney and Louisburg (Dom. Coal Co.)	1	3								
37	Temiscouata	1	1								
38	Temiskaming and North'n Ontario		1		4						
39	Toronto, Hamilton and Buffalo		2								
40	Vancouver, Victoria and Eastern		5			1	5		1		
41	Victoria and Sidney					1	1				
42	Wabash, in Canada		5			1					1
	Final total	17	174	25	112	13	62	1	11	1	12

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ment of Trains, Locomotives or Cars.

TRAINMEN.

Kind of Accident.										Total Accidents to TRAINMEN.		
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
			2								3	1
	1										1	2
	1								2		3	3
									1		1	4
1	6		1		3				4	1	23	5
1	9	1	4	1		1	2		2	7	28	6
												7
1	21		12	1	3		1	2	25	6	107	8
					1					1	1	9
	5		2						2		12	10
10	92	3	44	9	25	1	11	2	161	53	503	11
									2		2	12
										1		13
									1		2	14
5	49	2	9	4	18	1	4	2	74	26	221	15
	4		1	2					3	2	10	16
			2					1		1	2	17
									1	1	3	18
											1	19
										1	2	20
											3	21
	1								1		2	22
	1										7	23
	2			1					1	1	3	24
			3								3	25
									1		1	26
	2										2	27
			1				1		2	1	6	28
			3								5	29
			2	1					2	1	7	30
	1		1						6		17	31
										1	1	32
			1						2		3	33
	3		1		1				1		6	34
	1		1						4	1	7	35
1	2								3	2	8	36
									6	1	7	37
1			3					1	1	2	9	38
											2	39
	1		1				1		7	1	21	40
										1	1	41
	6	1	4		2		2	1	11	3	31	42
20	208	7	98	19	53	3	22	9	326	115	1,078	

TABLE 16, C.—SUMMARY of Accidents to Persons for the
A.—Accidents resulting from the Move

EMPLOYEES—

Number.	Name of Railway.	Kind of Accident.									
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars Breaking Down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Bedlington and Nelson										
2	Canada Southern						1				
3	Can. Gov't. Ry. (Intercolonial)										
4	" " (P. E. Island)										
5	Canadian Northern				2		4				
6	" " Ontario										
7	Canadian Pacific		1	1	2		13			1	5
8	Dominion Atlantic										
9	Grand Trunk		6	1			2				
10	" (Canada Atlantic)										
11	Manitoba Great Northern										
12	Montreal and Atlantic										
13	Quebec, Montreal and Southern				1						
14	Sydney and Louisburg										
15	Temiskaming and North'n Ontario										
16	Toronto, Hamilton and Buffalo										
17	Vancouver, Victoria and Eastern										
18	Wabash										
	Final total		7	2	5		20			1	5

TABLE 16, D.—EMPLOYEES—SWITCH TENDERS—

1	Canada Southern										
2	Canadian Northern										
3	Canadian Pacific	1	12	1	1	1			1		
4	Grand Trunk		2		1						
5	" (Canada Atlantic)										
6	Quebec and Lake St. John		2								
7	Sydney and Louisburg		1								
8	Wabash										
	Final total	1	17	1	2	1			1		

TABLE 16, E.—EMPLOYEES—

1	Canada Southern										
2	Canadian Pacific										
3	Grand Trunk						1				
4	Toronto, Hamilton and Buffalo										
	Final total						1				

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ment, of trains Locomotives and Cars.

TRACKMEN.

Kind of Accident.										Total.		
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
	1										1	1
	3			1	3					1	7	2
	1			1						1	1	3
			1								1	4
1	1		2		7					1	16	5
								1	4	1	4	6
3	10	2	4	19	26		5	1	40	27	106	7
	1			1						1	1	8
1	6		1	6	8			3	20	11	43	9
					2						2	10
	1										1	11
				1						1		12
									1		2	13
									4		4	14
								1		1		15
1	1		1		2					1	4	16
	1				2				1		4	17
				1	3					1	3	18
6	26	2	9	30	53		5	6	70	47	200	

CROSSING TENDERS AND WATCHMEN.

									1		1	1
									1		1	2
	8		6	2	5		2		9	5	44	3
	2		1	3	4		1		3	3	14	4
					1						1	5
					2						4	6
											1	7
									1		1	8
	10		7	5	12		3		15	8	67	

STATION MEN.

									1		1	1
	2	1		2	1				10	3	13	2
					1				1		3	3
			1								1	4
	2	1	1	2	2				12	3	18	

TABLE 16, F.—SUMMARY of Accidents to Persons for the
A.—Accidents Resulting from the Move

EMPLOYEES—

Number.	Name of Railway.	Kind of Accident.									
		Coupling or Uncoupling		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars Breaking Down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canada Southern										
2	Can. Govt. Ry. :—P. E. Island										
3	Canadian Northern				1						
4	Canadian Northern (Ontario)										
5	Canadian Northern (Quebec)										
6	Canadian Pacific				2				1		
7	Grand Trunk		3								
8	Morrissey, Fernie and Michel										
9	Quebec Central										
10	Wabash		1								
	Final total		4		3				1		

TABLE 16, G.—EMPLOYEES—

1	Canadian Northern						1				
2	Canadian Pacific						1			1	
3	Grand Trunk										
	Final total						2			1	

TABLE 16, H.—EMPLOYEES—

1	Canada Southern										
2	Can. Govt. Ry. :—Intercolonial		1				2				
3	Canadian Northern						1				
4	Canadian Northern (Ontario)										
5	Canadian Northern (Quebec)										
6	Canadian Pacific		5	1	17	1	2				
7	Grand Trunk				2		1				
8	Grand Trunk (Can. Atlantic)										
9	Kingston and Pembroke										
10	Quebec and Lake St. John										
11	Sydney and Louisburg										
12	Toronto, Hamilton and Buffalo										
13	Wabash										
	Final total		6	1	19	1	6				

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ment of Trains, Locomotives and Cars.

SHOPMEN.

Kind of Accident.										Total.		
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
					1						1	1
	1										1	2
	1										2	3
									3		3	4
									1		1	5
1	1			4	5		1	3	23	8	33	6
	7		1	3	7			1	7	4	25	7
									1		1	8
				1						1		9
											1	10
1	10		1	8	13		1	4	35	13	68	

TELEGRAPH EMPLOYEES.

									1		2	1
				1					1	2	2	2
	1				1						2	3
	1			1	1				2	2	6	

OTHER EMPLOYEES.

			1		2						3	1
1										1	3	2
	8		1	2					1	2	11	3
									1		1	4
	1								3		4	5
2	7	5	11	12	26		2	2	38	23	108	6
	1				7				18		29	7
	1								4		5	8
1										1		9
					1				2		1	10
											2	11
					1						1	12
					1						1	13
4	18	5	13	14	38		2	2	67	27	169	

TABLE 16, I.—SUMMARY of Accidents to Persons for the
A.—Accidents Resulting from the Move

OTHER PERSONS

Number.	Name of Railway.	Kind of Accident.									
		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars Breaking Down.		Falling from Trains, Locomotives or Cars.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canada Southern										
2	Can. Gov't. Ry.: Intercolonial	1	1		3						3
3	Can. Northern		2	1							1
4	" Ontario										
5	" Quebec										
6	Can. Pacific									7	11
7	Central Ontario										
8	Crow's Nest Southern										
9	Dominion Atlantic										
10	Grand Trunk									1	4
11	" (Can. Atlantic)									1	
12	Halifax and South Western										
13	Hereford										
14	Kingston and Pembroke										
15	London and Port Stanley										1
16	Montreal and Atlantic										1
17	Morrissey, Fernie and Michel										
18	Père Marquette										
19	Quebec Central										
20	Quebec and Lake St. John										
21	Quebec, Montreal and Southern										
22	Sydney and Louisburg										
23	Temiskaming and Nor. Ontario			1	1						
24	Toronto, Hamilton and Buffalo										
25	Vancouver, Victoria and Eastern										
26	Victoria and Sydney										
27	Wabash										
	Final Total	1	3	2	4					9	21

TALBE 16, J.—OTHER PERSONS

1	Algoma Central and Hudson Bay										
2	Canada Southern										
3	Can. Gov't. Ry's.: Intercolonial									1	1
4	P.E. Island										
5	Can. Northern										1
6	" Ontario										
7	" Quebec										
8	Can. Pacific	2	4	1	2	1	1			1	4
9	Dominion Atlantic										
10	Grand Trunk		1								
11	" (Can. Atlantic)										
12	Halifax and South Western										
13	Père Marquette										
14	Quebec Central										
15	Quebec and Lake St. John										
16	St. Lawrence and Adirondack										
17	Sydney and Louisburg										
18	Temiskaming and Nor. Ontario										
19	Toronto, Hamilton and Buffalo										
20	Vancouver, Victoria and Eastern										
21	Wabash										
	Final Total	2	5	1	2	1	1			2	6

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ment of Trains, Locomotives or Cars.

—TRESPASSING.

Kind of Accident.												
Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.						Other Causes.		Total Accidents to OTHER PERSONS—Trespassing.		
		At Highway Crossings.		At Stations.		At Other Points Along Track.						
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
	1					5	4			5	5	1
	3		2	3	5	9	3			13	20	2
1	3			7	1	8	9	1	1	18	17	3
		4	1							4	1	4
		1				3				4		5
11	7	6	4	4	5	62	34	6	12	96	73	6
					1						1	7
							1				1	8
		1								1		9
1	11	31	18	2	5	28	13	10	3	73	54	10
			2			1				2	2	11
	1			2		1				3	1	12
	1								1		2	13
		1	1							1	1	14
											1	15
											1	16
						1	1			1	1	17
				1						1		18
						3	1			3	1	19
	1						1				2	20
				1	2					1	2	21
	1						1				2	22
						2				3	1	23
						2	1			2	1	24
							1				1	25
						1				1		26
				1		2	2			3	2	27
13	29	44	28	21	19	128	72	17	17	235	193	

—NOT TRESPASSING.

									2		2	1
		2	2						1	2	3	2
	2	2	7							3	10	3
		1					1			1	1	4
	1		3		2						7	5
		1								1		6
		1								1		7
1	9	13	17	3	5	3	9	4	12	29	63	8
		1	1							1	1	9
		5	13		1	2				7	15	10
			1								1	11
			1								1	12
				1						1		13
			2								2	14
									1		1	15
									3		3	16
			1								1	17
							1				1	18
			1			1			1	1	2	19
		1	1							1	1	20
			4		1						5	21
1	12	27	54	4	9	6	11	4	20	48	120	

TABLE 16, K.—SUMMARY of Accidents to Persons for the

B.—Accidents Arrising from Causes other than those Resulting

EMPLOYEES—STATION MEN.

Number.	Name of Railway.	Kind of Accident.										Total Accidents to STATION MEN.	
		Handling Traffic.		Handling Tools, Machinery &c.		Handling Supplies, &c.		Getting on or off Locomotives or Car at Rest.		Other Causes.			
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central and Hudson Bay	....	....	....	....	....	....	....	....	....	....	....	....
2	Canada Southern	....	....	....	....	....	....	....	....	....	....	....	....
3	Canadian Govt. Ry.—P. E. Island	....	....	....	1	....	....	....	....	....	....	....	1
4	Canadian Northern	....	6	....	....	....	....	....	....	....	....	....	6
5	" " Quebec	...	2	....	....	....	....	....	....	....	....	....	2
6	Canadian Pacific	1	74	....	7	1	32	....	4	....	15	2	132
7	Grand Trunk	....	2	....	....	..	1	....	....	....	3	....	6
8	" (Canada Atlantic)	....	....	....	....	....	....	..	....	....	....	....	....
9	Ottawa and New York	....	3	....	....	....	....	....	....	....	....	....	3
10	Père Marquette	....	2	....	....	....	....	....	....	....	....	....	2
11	Quebec Central	....	....	....	....	....	....	....	....	....	....	....	....
12	Quebec and Lake St. John	....	4	....	....	....	..	....	....	....	1	....	5
13	Temiscouata	..	....	....	....	....	....	....	....	....	....	..	....
14	Thousand Islands	...	1	....	....	....	....	..	....	....	....	....	1
15	Toronto, Hamilton and Buffalo	....	4	..	....	....	....	....	....	....	....	....	4
16	Vancouver, Victoria and Eastern	....	1	....	....	....	....	....	....	....	....	....	1
17	Wabash	..	....	....	....	....	....	....	....	....	....	....	....
	Final total	1	99	....	8	1	33	...	4	...	19	2	163

TABLE

EMPLOYEES—TRACKMEN.

1	Algoma Central and Hudson Bay	....	....	...	3	...	1	...	....	....	....	.. ..	4
2	Bedlington and Nelson	....	....	....	....	....	....	....	....	....	1	.....	1
3	Canada Southern	....	..	....	4	....	6	....	....	....	8	.....	18
4	Canadian Govt. Rys. Intercolonial	....	....	....	....	....	....	....	....	....	1	.. .	1
5	" " P. E. Island	....	1	...	2	..	1	....	1	....	2	.....	7
6	Canadian Northern	...	....	....	5	...	16	....	..	....	10	.....	31
7	" " Quebec	....	....	....	..	....	..	....	....	....	7	...	7
8	Canadian Pacific	....	2	1	47	....	57	...	...	1	109	2	215
9	Crow's Nest Southern	....	....	....	....	....	2	....	....	....	....	....	2
10	Grand Trunk	....	1	....	4	...	1	....	..	...	6	.....	12
11	" (Canada Atlantic)	....	....	....	....	....	....	....	....	....	....	....	....
12	Hereford	....	....	...	2	..	....	....	....	....	....	....	2
13	London and Port Stanley	....	..	...	1	....	....	....	....	....	....	.....	1
14	Manitoba Great Northern	...	1	....	....	....	....	....	....	....	....	.....	1
15	Montreal and Atlantic	..	....	....	....	....	....	....	....	....	1	.....	1
16	Nelson and Fort Sheppard	..	..	...	....	....	....	....	....	....	1	.....	1
17	New Westminster Southern	....	....	....	....	....	1	....	....	....	....	.....	1
18	Ottawa and New York	....	....	....	....	....	....	....	....	....	....	....	....
19	Père Marquette	...	....	...	1	....	....	....	....	....	..	.....	1
20	Quebec and Lake St. John	..	....	....	..	....	....	....	....	....	2	....	2
21	St. Lawrence and Adirondack	....	....	..	....	....	1	....	....	....	....	... .	1
22	Temiscouata	....	....	....	....	....	....	....	....	....	8	.....	8
23	Temiskaming and Northern Ontario	....	....	....	....	....	....	....	....	....	....	....	....
24	Toronto, Hamilton and Buffalo	....	....	....	....	....	1	....	..	....	....	....	1
25	Vancouver, Victoria and Eastern	...	..	....	....	...	4	....	....	....	6	...	10
26	Wabash	....	...	1	1	....	5	....	....	....	....	1	6
	Final total	...	5	2	70	...	96	. .	1	1	162	3	334

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Year ending June 30, 1912, showing kind of Accident.

from the Movement of Trains, Locomotives, or Cars.

EMPLOYEES—SHOPMEN.

Kind of Accident.										Total Accidents to SHOPMEN.		
Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at Rest.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
			9		3						12	1
			17		1		2		6		26	2
			3								3	3
			26		13		2		30		71	4
			2						32		34	5
	13		53		13		2		78		159	6
	5		22	1	6		1	1	19	2	53	7
									1		1	8
					1				1		2	9
			3		1				2		6	10
								1		1		11
							1		22		23	12
									3		3	13
												14
			2		2						4	15
			1								1	16
					4				3		7	17
	18		138	1	44		8	2	197	3	405	

16, L.

EMPLOYEES—OTHER EMPLOYEES.

			4				2		1		7	1
												2
	1		9		7		2		12		31	3
		1	1		1			1	1	2	3	4
			4				3		1		8	5
	7		2		6				7		22	6
	1		2		4			1	8	1	15	7
1	44	2	37		28		10	5	166	8	285	8
												9
			2		1		2		2		7	10
									1		1	11
												12
												13
												14
	1				1				3		5	15
									2		2	16
					1						1	17
	1		1								2	18
												19
			1						1		2	20
									2		2	21
												22
	2								2		4	23
									1		1	24
			1		1		1		4		7	25
			3		3		1		4		11	26
1	57	3	67		53		21	7	218	11	416	

TABLE 16, M.—SUMMARY of Accidents to persons for

B.—Accidents arising from causes other than those result

PASSENGERS AND

Number	Name of Railway.	KIND OF ACCIDENT.									
		Handling Traffic.		Handling Tools, Machinery, etc.		Handling Supplies, etc.		Getting on or off Locomotives or Cars at rest.		Other Causes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canada Southern										2
2	Can. Gov't R'ly. Intercolonial										
3	Can. Northern Quebec										1
4	Can. Pacific								2	1	3
5	Temiskaming and Northern Ont.										
6	Toronto, Hamilton & Buffalo										
	Final total								2	1	6

the Year ending June 30, 1812, showing kind of Accident.

ing from the Movement of Trains, Locomotives, or Cars.

OTHER PERSONS.

Total Accidents to Passengers.		Kind of Accident.										Total Accidents to Other Persons.		Number
		Handling Traffic.		Handling Tools, Machinery, etc.		Handling Supplies, etc.		Getting on or off Locomotives or Cars at rest.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
	2													
											1		1	
	1													
1	5		1			1		1	2	1	9	3	12	
			1								2		3	
											1		1	
1	8		2			1		1	2	1	13	3	17	

ELECTRIC

TABLE 1.—SUMMARY STATEMENT of Description of Road, Mileage,

Number.	Names of Railway.	Track. Length of Road First Main Track.	Length of Second Main Track.	Total Length of Main Track.	Length of Sidings and Turnouts.	Total Computed as Single Track
1	Berlin Street	3·20	·78	3·98	·41	4·39
2	Berlin and Northern	2·40		2·40	·10	2·50
3	Brantford and Hamilton	23·00		23·00		23·00
4	British Columbia	200·22	59·40	259·62	27·59	287·21
5	Calgary Municipal	42·00	10·00	52·00	1·00	53·00
6	Cape Breton	30·52		30·52	1·05	31·57
7	Chatham, Wallaceburg and Lake Erie	38·94		38·94	6·00	44·94
8	Cornwall	4·00		4·00	2·50	6·50
9	Edmonton Radial	27·50		27·50	·50	28·00
10	Galt, Preston and Hespeler	17·81	1·36	19·17	2 25	26·42
11	Grand Valley	38·29	1·95	40·24		40·24
12	Guelph Radial	8·00		8·00	·33	8·33
13	Halifax Tramway	5·41	8·44	13·85	1·06	14 91
14	Hamilton and Dundas	7·00		7·00		7·00
15	Hamilton, Grimsby and Beamsville	22·00		22·00		22·00
16	Hamilton Radial	25·00	8·69	33·69		33·69
17	Hamilton Street	22·00		22·00		22·00
18	Hull	14·12	10 60	24·72	1·12	25·84
19	International Transit Co	3·68		3·68	·22	3·90
20	Kingston, Portsmouth and Cataraqui	8·00		8·00		8·00
21	Levis County	10·25		10·25		10·25
22	London Street	25·73	6·79	32·52	·73	33·25
23	London and Lake Erie	27·50		27·50	1·50	29·00
24	Moncton Tramway	2 06		2 06		2 06
25	* Montreal Park and Island	29·37	16·03	45·40	4·68	50·08
26	* Montreal Street	76·67	60·10	136·77	17·59	154·36
27	* Montreal Terminal	18·22	4·28	22·50	6·55	29 05
28	Montreal and Southern	9·10		9·10		9·10
29	Moose Jaw	6·00	1·50	7·50	·50	8·00
30	Nelson Street	1·25		1·25		1·25
31	Niagara Falls, Park and River	11·91	11·20	23·11	1·37	24·48
32	Niagara, St. Catharines and Toronto	47·76		47·76	8·39	56·15
33	Nipissing Central	5·01	·27	5·28	·10	5·38
34	Oshawa	7·81		7·81	3·64	11·45
35	Ottawa	23·56	21·42	44·98	·50	45·48
36	Peterborough Radial	6·04		6·04	·47	6·51
37	Pictou County	7·90		7·90	·20	8·10
38	Port Arthur and Fort William	25·33		25·33		25·33
39	Quebec Ry., Light and Power Co. (Citadel)	17·22		17·22		17·22
40	Quebec Ry., Light and Power Co. (Montmorency)	28·60	9·80	38·40	3·00	41·40
41	Sandwich, Windsor and Amherstburg	36·63		36·63		36·63
42	Sarnia	8·25		8·25	1·00	9·25
43	Sherbrooke	9·00		9·00	·53	9·53
44	* St. John	12·50	6·50	19·00		19·00
45	St. Stephen	4·00		4·00		4·00
46	St. Thomas	7·00		7·00		7·00
47	Suburban Transit Co. (Winnipeg)	19·61		19·61		19·61
48	Toronto Street	57·98	55·39	113·37	7·07	120·44
49	Toronto Suburban	9·84		9·84	·42	10·26
50	Toronto and York Radial	72·43		72·43	9·57	82·00
51	Windsor, Essex and Lake Shore	36·16		36·16	3·90	40·06
52	Winnipeg	79·95		79·95		79·95
53	Winnipeg, Selkirk and Lake Winnipeg	21·44		21·44		21·44
54	Yarmouth	3·00		3·00		3·00
	Total	1,308·17	294·50	1,602·67	120·84	1,723·51

* Figures taken from last year's returns.

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RAILWAYS.

Passengers and Freight carried for the Year ending June 30, 1912.

7	8	9	10	11	12	13	14	
	Mileage.			Passengers Carried.			Freight Carried.	
Track Leased.	Passenger Car Mileage.	Freight Mail and Express Car Mileage.	Total Car Mileage.	Fare Passengers Carried.	Transfer Passengers Carried.	Total Passengers Carried.	No. of Tons Freight Carried.	Number.
.....	115,134	.....	115,134	873,432	21,877	895,309	.....	1
.....	32,000	.....	32,000	191,992	.....	191,992	.....	2
.....	293,817	29,538	323,355	486,329	.....	486,329	4,978	3
140·66	9,899,505	905,027	10,804,532	62,154,166	.....	62,154,166	256,083	4
.....	1,643,328	.....	1,643,328	11,578,130	1,363,400	12,941,530	.....	5
.....	601,375	20,765	622,140	4,044,092	393,580	4,437,672	.....	6
.....	224,481	39,270	263,751	374,816	.....	374,816	71,347	7
.....	196,999	20,029	217,028	411,016	.....	411,016	.....	8
.....	952,473	581	953,054	8,385,178	1,180,453	9 565,631	.....	9
.....	250,077	39,565	289,642	1,110,725	.....	1,110,725	153,729	10
.....	402,386	.....	402,386	1,338,776	48,346	1,387,122	264	11
.....	272,000	7,000	279,000	820,836	69,497	890,333	7,000	12
.....	915,239	.....	915,239	5,428,495	396,·62	5,825,057	.....	13
.....	133,021	98	133,119	645,059	.....	645,059	227	14
.....	316,022	48,878	364,900	632,341	.....	632,341	64,160	15
.....	535,951	21,819	557,770	2,289,947	.....	2,289,947	11,951	16
.....	1,817,946	.....	1,817,946	12,322,744	3,264,274	15,587,018	.....	17
1·82	790,651	28,864	819,315	2,028,249	103,000	2,131,249	5,719	18
.....	291,829	.....	291,829	1,957,225	.....	1,957,225	.....	19
.....	199,680	.....	199,680	856,540	144,364	1,000,904	.....	20
.....	371,760	.....	371,760	1,448,541	351,152	1,799,693	.....	21
.....	1,452,351	.....	1,452,351	7,908,572	1,225,148	9,133,720	.....	22
.....	363,980	42,454	406,434	637,056	22,501	659,557	6,995	23
.....	35,476	.....	35,476	145,025	.....	145,025	.....	24
.....	1,326,478	21,579	1,358,157	4,999,336	911,843	5,911,179	111,005	25
8·64	15,946,181	171,217	16,117,398	115,445,205	39,622,452	155,067,657	100,000	26
.....	616,280	62,363	678,643	1,917,795	114,750	2,032,545	91,302	27
.....	268,697	.....	268,697	1,354,510	.....	1,354,510	.....	28
.....	216,024	.....	216,074	793,486	.....	793,486	.....	29
2·12	53,664	.....	53,664	308,823	.....	308,823	.....	30
.....	316,683	.....	316,683	1,339,458	.....	1,339,458	15,833	31
.....	947,859	.....	947,859	3,499,613	21,936	3,521,549	261,390	32
.....	146,874	.....	146,874	715,315	.....	715,315	.....	33
.....	35,454	26,254	61,708	197,931	.....	197,931	127,388	34
2·22	4,362,104	4,180	4,366,284	20,891,122	6,963,707	27,854,829	.....	35
.....	256,182	.....	256,182	864,783	127,135	991,918	.....	36
.....	130,608	5,054	135,662	1,171,470	.....	1,171,470	.....	37
.....	948,900	.....	948,900	4,541,011	291,453	4,832,464	49,827	38
.....	1,782,928	.....	1,782,928	8,785,995	2,719,100	11,505,095	4,500	39
.....	397,412	.....	397,412	1,445,165	.....	1,445,165	.....	40
.....	923,257	.....	923,257	3,769,603	504,170	4,273,773	.....	41
.....	143,990	.....	143,990	878,765	.....	878,765	.....	42
.....	423,200	.....	423,200	1,064,003	197,988	1,261,991	.....	43
.....	1,003,454	.....	1,003,454	4,330,339	1,572,930	5,903,269	.....	44
3·00	183,960	.....	183,960	617,091	23,157	640,248	.....	45
.....	281,700	.....	281,700	470,609	111,304	581,913	.....	46
.....	304,900	.....	304,900	973,663	.....	973,663	.....	47
.....	18,543,297	.....	18,543,297	128,317,403	52,173,980	180,491,383	.....	48
.....	248,675	.....	248,675	1,462,656	82,259	1,544,915	.....	49
.....	1,176,376	88,317	1,264,693	4,532,504	.....	4,532,504	60,490	50
.....	273,380	85,223	358,603	419,786	13,109	432,895	26,781	51
.....	6,801,865	.....	6,801,865	45,181,690	11,418,393	56,600,083	.....	52
.....	170,200	.....	170,200	355,576	.....	355,576	4,556	53
.....	63,976	.....	63,976	151,694	.....	151,694	.....	54
158·46	80,402,089	1,667,975	82,070,064	488,865,682	125,453,820	614,319,502	1,435,525	

TABLE 2.—SUMMARY Statement of Capital

Number.	1 Name of Railway.	2 Stocks. Amount Outstanding.	3 Stocks. Amount per mile of Line.	4 Proportion to total Railway Capital. 100 x Col. 2. Col. 12.
		$ cts.	$ cts.	
1	Berlin Street			
2	Berlin and Northern	17,400 00	5,780 00	88·78
3	Brantford and Hamilton	300,000 00	13,044 00	31·23
4	British Columbia [1]	11,680,000 00		50·35
5	Calgary Municipal			
6	Cape Breton [1]	1,359,000 00	114,975 00	58·06
7	Leased :—Sydney and Glace Bay	500,000 00	26,738 00	55·60
8	Chatham, Wallaceburg and Lake Erie	760,600 00	16,925 00	48·70
9	Cornwall Street	200,000 00	30,769 00	100·00
10	Edmonton Radial			
11	Galt, Preston and Hespeler	49,850 00	2,799 00	8·42
12	Grand Valley [2]	1,100,000 00	27,208 00	60·00
13	Guelph Radial	138,000 00	17,250 00	100·00
14	Halifax Tramway	1,400,000 00	93,897 00	70·60
15	Hamilton and Dundas	100,000 00	14,286 00	50·00
16	Hamilton, Grimsby and Beamsville	235,000 00	10,682 00	61·03
17	Hamilton Radial	111,150 00	4,446 00	41·00
18	Hamilton Street	914,000 00	41,545 00	64·64
19	Hull	292,000 00	19,160 00	100·00
20	International Transit Co	150,000 00	38,462 00	34·77
21	Kingston, Portsmouth and Cataraqui	83,100 00	10,387 00	45·60
22	Levis County	382,600 00	37,327 00	71·69
23	London Street	556,000 00	17,108 00	49·00
24	London and Lake Erie	2,000,000 00	68,965 00	74·00
25	Moncton Tramways	1,000,000 00	485,437 00	76·10
26	Montreal Park and Island [2]	1,035,900 00	20,685 00	50·27
27	Montreal Street [2]	10,000,000 00	68,625 00	99.34
28	Montreal Terminal [2]	1,000,000 00	34,423 00	62.00
29	* Mt. McKay and Kakabeka Falls	115,900 00		100·00
30	Montreal and Southern Counties	500,000 00	54,945 00	100·00
31	Moose Jaw	413,200 00	51,652 00	100·00
32	Nelson Street	34,639 00	10,263 00	45·31
33	Niagara Falls, Park and River			
34	Niagara, St. Catharines and Toronto	925,000 00	17,241 00	46·30
35	Nipissing Central	530,000 00	100,000 00	100·00
36	Oshawa	40,000 00	3,493 00	33·80
37	Ottawa	1,876,900 00	41,270 00	78·97
38	Peterborough Radial	100,000 00	16,447 00	47·00
39	Picton County	300,000 00	37,037 00	50·00
40	Port Arthur and Fort William			
41	Quebec Railway, Light and Power Co [1]	3,250,000 00	62,960 00	55·00
42	Sandwich, Windsor and Amherstburg	297,600 00	8,236 00	37·74
43	Sarnia	90,000 00	9,730 00	53 00
44	Sherbrooke [1]	1,000,000 00	111,111 00	48·00
45	St. John [2]	800,000 00	42,105 00	44·41
46	St. Stephen	50,000 00	7,142 00	33·33
47	St. Thomas			
48	Suburban Rapid Transit (Winnipeg)	100,000 00	5,258 00	16·67
49	Toronto Street	10,999,176 00	189,468 00	74·16
50	Toronto Suburban	1,500,000 00	17,308 00	36·10
51	Toronto and York Radial	2,000,000 00	24,390 00	54·95
52	Windsor, Essex and Lake Shore	750,000 00	18,750 00	50·00
53	Windsor and Tecumseh	100,000 00		34·60
54	Winnipeg [1]	9,526,703 00	119,084 00	65·60
55	Winnipeg, Selkirk and Lake Winnipeg	111,500 00	5,210 00	22·00
56	Yarmouth	54,500 00	18,167 00	81·10
	Total	70,829,118 00		

[1] General Capital of the Co'y. Light, Power, &c.

[2] Figures taken from last year's return.

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for the Year ending June 30, 1912.

5	6	7	8	9	12	13	
Funded Debt.			Funded Debt.		Summary.		
Amount Outstanding. Cols. 8+9−10+11	Amount per Mile of Line.	Proportion to total Railway Capital. 100 x Col. 5 / Col. 12.	Designation. Bonds.	Miscellaneous Obligations.	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line.	Number.
$ cts.	$ cts.	Per cent.	$ cts.	$ cts	$ cts.	$ cts.	
125,899 00	28,678 00	100·00	114,153 00	11,746 00	125,899 00	28,678 00	1
2,200 00	731 00	11·22	2,202 00	.....	19,600 00	6,531 00	2
660,000 00	28,695 00	69·77	660,000 00	.....	960,000 00	41,739 00	3
11,522,383 00	.....	49·65	11,522,383 00	.....	23,202,383 00	.....	4
1,000,000 00	37,735 00	100·00	1,000,000 00	.....	1,000,000 00	37,735 00	5
988,000 00	83,587 06	42·00	988,000 00	.....	2,347,000 00	198,562 00	6
411,000 00	21,978 00	45·00	411,000 00	.....	911,000 00	48,716 00	7
800,000 00	17,801 00	51·30	800,000 00	.....	1,560,600 00	34,726 00	8
.....	.....	.....	.....	.....	200,000 00	30,769 00	9
1,573,970 00	56,213 00	100 00	1,573,970 00	.....	1,573,970 00	56,213 00	10
541,852 00	30,424 00	91·58	15,000 00	526,852 00	591,702 00	33,223 00	11
688,800 00	17,036 00	40·00	688,800 00	.....	1,788,800 00	44,244 00	12
.....	.....	.....	.....	.....	138,000 00	17,250 00	13
600,000 00	40,241 00	30·00	600,000 00	.....	2,000,000 00	134,138 00	14
100,000 00	14,286 00	50·00	100,000 00	.....	200,000 00	28,572 00	15
150,000 00	6,818 00	38·98	150,000 00	.....	385,000 00	17,500 00	16
160,000 00	6,400 00	59·00	160,000 00	.....	271,150 00	10,846 00	17
500,000 00	22,727 00	35·36	500,000 00	.....	1,414,000 00	64,272 00	18
.....	.....	.....	.....	.....	292,000 00	19,160 00	19
280,000 00	72,146 00	65,23	280,000 00	.....	430,000 00	110,608 00	20
99,250 00	12,406 00	54·40	99,250 00	.....	182,350 00	22,793 00	21
151,100 00	14,741 00	28·31	151,100 00	.....	533,700 00	52,068 00	22
577,000 00	17,754 00	51·00	577,000 00	.....	1,133,000 00	34,862 00	23
700,000 00	24,138 00	26·00	700,000 00	.....	2,700,000 00	93,103 00	24
315,000 00	152,912 00	23·90	315,000 00	.....	1,315,000 00	638,349 00	25
1,025,000 00	20,467 00	49·73	1,025,000 00	.....	2,060,900 00	41,152 00	26
4,421,863 00	30,345 00	30·66	4,420,000 00	1,863 00	14,421,863 00	98,970 00	27
613,000 00	21,101 00	38·00	613,000 00	.....	1,613,000 00	55,524 00	28
.....	.....	.....	.....	.....	115,900 00	.....	29
.....	.....	.....	.....	.....	500,000 00	54,945 00	30
.....	.....	.....	.....	.....	413,200 00	51,652 00	31
41,803 00	12,386 00	54·69	34,761 00	7,042 00	76,442 00	22,649 00	32
600,000 00	50,378 00	100·00	600,000 00	.....	600,000 00	50,378 00	33
1,073,000 00	20,000 00	53·70	1,073,000 00	.....	1,998,000 00	37,241 00	34
.....	.....	.....	.....	.....	530,600 00	100,000 00	35
78,452 00	6,852 00	66·20	78,452 00	.....	118,452 00	10,345 00	36
500,000 00	10,993 00	21·03	500,000 00	.....	2,376,900 00	52,263 00	37
112,668 00	18,531 00	53·00	50,000 00	62,668 00	212,668 00	34,978 00	38
300,000 00	37,037 00	50·00	300,000 00	.....	600,000 00	74,074 00	39
1,062,451 00	41,939 00	100·00	1,062,451 00	.....	1,062,451 00	41,939 00	40
2,513,434 00	47,821 00	45·00	2,500,000 00	13,434 00	5,763,434 00	110,781 00	41
490,000 00	13,588 00	62.26	490,000 00	.....	787,000 00	21,824 00	42
80,000 00	8,648 00	47·00	80,000 00	.....	170,000 00	18,378 00	43
1,048,500 00	116,500 00	52·00	1,048,500 00	.....	2,048,500 00	227,611 00	44
1,000,000 00	52,631 00	55·59	1,000,000 00	.....	1,800,000 00	94,736 00	45
100,000 00	14,284 00	66·67	100,000 00	.....	150,000 00	21,426 00	46
56,870 00	8,124 00	100·00	56,870 00	.....	56,870 00	8,124 00	47
500,000 00	26,289 00	83·33	500,000 00	.....	600,000 00	31,547 00	48
3,829,633 00	66,028 00	25·84	3,829,633 00	.....	14,828,809 00	255,496 00	49
2,628,000 00	30,000 00	63·90	2,628,000 00	.....	4,128,000 00	47,308 00	50
1,640,000 00	20,000 00	45·05	1,640,000 00	.....	3,640,000 00	44,390 00	51
750,000 00	18,750 00	50·00	750,000 00	.....	1,500,000 00	37,500 00	52
189,000 00	.....	65·40	189,000 00	.....	289,000 00	.....	53
5,000,000 00	62,500 00	34·40	5,000,000 00	.....	14,526,703 00	181,584 00	54
400,000 00	18,691 00	78·00	400,000 00	.....	511,500 00	23,901 00	55
12,700 00	4,233 00	18·90	12,700 00	.....	67,200 00	22,400 00	56
52,012,828 00	.....	.....	51,389,223 00	623,605 00	122,841,946 00	.....	

* Under construction.

TABLE 3—SUMMARY STATEMENT of Income

Number.	1 Name of Railway.	2 Earnings and Income. Gross Earnings from Operation.	3 Operating Expenses.	4 Net Earnings from Operation.	5 Miscellaneous Income.	6 Gross Income, less Operating Expenses.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo	43,336 41	26,637 61	16,698 80		16,698 80
2	Berlin and Northern	7,993 64	6,166 72	1,826 92		1,826 92
3	Brantford and Hamilton	130,295 63	83,508 44	46,787 19		46,786 19
4	British Columbia	3,629,048 98	2,543,382 82	1,085,666 16		1,085,666 16
5	Calgary Municipal	472,240 24	282,600 56	196,639 68		196,639 68
6	Cape Breton	212,924 79	126,783 49	86,141 30	111,191,34	197,332 64
7	Chatham, Wallaceburg and Lake Erie	117,492 00	70,287 88	47,204 12		47,204 12
8	Cornwall Street	32,253 85	23,948 32	8,305 53		8,305 53
9	Edmonton Radial	354,549 06	314,696 91	39,852 15		39,852 15
10	Galt, Preston and Hespeler	179,606 94	104,271 87	75,335 07	80 17	75,415 24
11	Grand Valley	95,772 77	75,867 05	19,905 72		19,905 72
12	Guelph Radial	34,182 54	25,105 04	9,077 50		9,077 50
13	Halifax Tramway	241,424 40	129,293 05	112,131 35	157,065 33	269,196 68
14	Hamilton and Dundas	59,291 66	42,178 09	17,113 57		17,113 57
15	Hamilton, Grimsby and Beamsville	128,449 02	109,363 57	19,085 45		19,085 45
16	Hamilton Radial	173,761 95	123,024 46	50,737 49		50,737 49
17	Hamilton Street	512,496 28	297,439 38	215,056 90		215,056 90
18	Hull	125,467 51	102,668 56	22,798 95	33,818 69	56,617 64
19	International Transit Co	104,958 63	41,429 66	63,528 97		63,528 97
20	Kingston, Portsmouth and Cataraqui	36,285 08	13,716 32	5,568 76		5,568 76
21	Levis County	71,523 86	61,370 43	10,153 43	557 85	10,711 28
22	London Street	293,614 15	194,637 23	98,976 92	15 23	98,992 15
23	London and Lake Erie Transfer	130,350 43	80,200 95	50,149 48	78 19	50,227 67
24	Monton Tramway	6,675 80	6,631 90	43 90		43 90
25	Montreal Park and Island (1)	387,999 88	251,245 01	136,754 87		136,754 87
26	Montreal Street (1)	4,670,827 87	2,664,148 56	2,006,679 31	130,852 49	2,137,531 80
27	Montreal Terminal (1)	134,019 96	122,116 10	11,903 86		11,903 86
28	Montreal and Southern Counties	105,793 03	91,365 16	14,427 87	216 38	14,644 25
29	Moose Jaw	37,794 38	28,982 31	8,812 07		8,812 07
30	Nelson	12,574 50	13,080 78	—506 28		—506 28
31	Niagara, St. Cath. and Toronto	379,892 29	268,445 18	111,357 11	10 00	111,367 11
32	Niagara Falls, Park and River	149,505 71	80,387 34	69,118 37	8,349 94	77,468 31
33	Nipissing Central	55,308 36	34,367 36	20,941 00	438 90	21,379 90
34	Oshawa	92,519 91	69,844 29	22,675 62	347 58	23,023 20
35	Ottawa	908,305 42	510,460 17	397,845 25		397,845 25
36	Peterborough Radial	39,187 42	34,962 25	4,225 17		4,225 17
37	Pictou County	56,253 25	31,480 00	24,773 25	34,415 14	59,188 39
38	Port Arthur and Fort William	196,079 15	122,396 09	73,683 06	2,374 59	76,057 65
39	Quebec Ry. Light and Power Co. (Citadel)	379,491 88	223,737 03	155,754 85		155,754 85
40	Quebec Ry. Light and Power Co. (Montmorency)	198,512 58	140,530 36	57,982 22		57,982 22
41	Sandwich, Windsor & Amherstsburgh	217,765 61	122,413 64	95,351 97	47,179 83	142,531 80
42	Sarnia	49,931 70	33,153 95	16,777 75		16,777 75
43	Sherbrooke	42,928 32	36,400 69	6,527 63	46,512 12	53,039 75
44	St. John (1)	191,412 61	148,266 70	43,145 31	96,030 28	139,175 59
45	St. Stephen	31,484 61	26,512 74	4,971 87	1,078 15	6,050 02
46	St. Thomas	20,988 70	26,398 99	—5,410 29		—5,410 29
47	Suburban Rapid Transit	48,422 23	53,051 52	—4,629 29	8,016 30	3,387 01
48	Toronto Railway	5,160,448 99	2,703,747 05	2,456,701 94		2,456,701 94
49	Toronto Suburban	78,763 95	51,570 07	27,193 88	2,729 58	29,923 46
50	Toronto and York Radial	469,700 09	293,140 55	176,559 54		176,559 54
51	Windsor, Essex, and Lake Shore	128,823 81	76,642 22	52,181 59		52,181 59
52	Winnipeg Street	1,937,216 98	1,035,779 08	901,437 90	935,659 70	1,837,097 60
53	Winnipeg, Selkirk and Lake Winnipeg	95,483 31	50,615 87	44,867 44		44,867 44
54	Yarmouth	20,908 79	19,223 26	1,685 53		1,685 53
	Total	23,499,250 31	14,266,674 63	9,232,575 68	1,617,017 78	10,849,593 46

(1) Figures taken from last year's return.

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Account for the Year ending June 30, 1912.

7	8	9	10	11	12	13	
			Deductions from Income.				
Taxes.	Interest on Funded Debt.	Interest on Floating Debt.	Other Deductions from Income.	Total Deductions from Income.	Net Increase.	Net Loss.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
1,014 05	5,556 58	636 19	5,000 00	12,206 82	4,491 98		1
131 15	120 00	684 20		925 35	891 57		2
3,133 06	39,600 00	25,663 25		68,396 31		21,609 12	3
							4
2,264 18	45,000 00			47,264 18	149,375 50		5
6,339 61	44,400 00		50,050 00	100,789 61	96,543 03		6
1,723 08	34,194 00	1,851 00		37,768 08	9,436 04		7
					8,305 53		8
	45,386 94		38,554 92	83,941 86		44,089 71	9
2,597 35	3,357 35			5,954 70	69,460 54		10
3,193 30		191 05		3,384 35	16,521 37		11
1,627 67				1,627 67	7,449 83		12
12,023 95	30,000 00			42,023 95	227,172 73		13
1,096 68	5,000 00			6,096 68	11,016 89		14
2,918 51	7,500 00	344 22		10,762 73	8,322 72		15
3,946 82	8,600 00	28,435 10		40,381 92	10,355 57		16
52,882 28	22,500 00	3,388 60		78,770 88	136,286 02		17
1,001 20				1,001 20	55,616 44		18
666 10	14,000 00		446 58	15,052 68	48,476 29		19
	5,920 00			5,920 00		351 24	20
612 16	8,871 00	4,036 13		13,519 29		2,808 01	21
4,829 12	28,861 60	81 15	582 10	34,253 97	64,638 18		22
1,107 09	35,000 00		1,640 00	37,747 09	12,480 58		23
							24
4,200 00	101,059 64	36,599 04	19,285 13	161,143 81		24,388 94	25
370,424 82	199,694 71		6,960 00	577,079 53	1,560,452 27		26
4,279 96	38,283 48		6,130 00	48,693 44		36,789 58	27
1,351 93				1,351 93	13,292 32		28
							29
	1,754 68	141 26	2 00	1,897 94		2,404 22	30
5,923 68	53,650 00	24,238 58		83,812 26	27,554 85		31
3,500 38	30,000 00			33,500 38	43,907 93		32
8 69			10 76	19 45	21,360 45		33
666 26	3,650 00			4,316 26	18,706 94		34
22,434 96	20,000 00	14,455 25		56,890 21	340,935 04		35
126 92	2,500 00	1,687 50		4,314 42		89 25	36
911 11	15,000 00		24,634 07	40,545 18	18,643 21		37
							38
							39
							40
4,260 66	31,500 00			35,760 66	106,771 14		41
437 75	4,007 00			4,444 75	12,333 00		42
	33,077 06		21,315 60	54,392 66		1,352 91	43
1,613 78	50,000 00			51,613 78	87,561 81		44
649 82	5,000 00			5,649 82	400 20		45
							46
1,417 12	25,000 00			26,417 12		23,030 11	47
881,654 37	182,622 97		7,000 00	1,071,277 34	1,385,424 60		48
1,194 40		314 85	4,875 70	6,384 95	23,538 51		49
5,367 30	82,000 01	34,756 68		122,123 99	54,535 55		50
1,850 00	37,500 00	15,564 21		54,914 21		2,732 62	51
162,886 25	250,000 00			412,886 25	1,424,211 35		52
3,595 29	20,000 00			23,595 29	21,272 15		53
	635 00		2,095 71	2,730 71		1,045 18	54
1,581,802 81	1,570,202 02	193,068 26	188,582 57	3,533,655 66	6,097,722 13	160,690 89	

TABLE 3.—SUMMARY STATEMENT of Income Account

Number.	Name of Railway.	14	15	16	17
			DEDUCTIONS FROM NET INCOME.		
			Reserves and Special Charges.	Dividends.	Total Deductions from Net Income.
			$ cts.	$ cts.	$ cts.
3	Brantford and Hamilton				
5	Calgary Municipal		42,122 01		42,122 01
6	Cape Breton		9,480 00	59,040 00	68,520 00
7	Chatham, Wallaceburg and Lake Erie				
8	Cornwall Street		4,000 00		4,000 00
9	Edmonton Radial				
13	Halifax Tramway		22,288 43	112,000 00	134,288 43
14	Hamilton and Dundas				
15	Hamilton, Grimsby and Beamsville			16,450 00	16,450 00
16	Hamilton Radial				
17	Hamilton Street			14,350 00	14,350 00
18	Hull				
19	International Transit Co.		20,000 00	28,742 87	48,742 87
21	Levis County				
22	London Street			33,240 00	33,240 00
23	London and Lake Erie Transportation				
25	Montreal Park and Island*			18,900 00	18,900 00
26	Montreal Street*		275,000 00	1,000,000 00	1,275,000 00
27	Montreal Terminal*				
28	Montreal and Southern Counties				
30	Nelson				
31	Niagara, St. Catharines and Toronto				
33	Oshawa				
34	Ottawa		78,000 00	216,893 35	294,893 35
35	Peterborough Radial				
36	Pictou County			15,000 00	15,000 00
40	Sandwich, Windsor and Amherstburgh				
41	Sarnia			5,400 00	5,400 00
42	Sherbrooke				
43	St. John*			48,000 00	48,000 00
46	Suburban Rapid Transit				
47	Toronto Railway		196,000 00	830,777 80	1,026,777 80
48	Toronto Suburban				
49	Toronto and York Radial				
50	Windsor, Essex and Lake Shore				
51	Winnipeg		163,000 00	830,211 73	993,211 73
52	Winnipeg, Selkirk and Lake Winnipeg		12,300 00		12,300 00
53	Yarmouth				
	Totals		822,190 44	3,229,005 75	4,051,196 19

* Figures taken from last year's return.

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for the Year ending June 30, 1912—*Concluded.*

18	19	20	21	22	23	24	25	
				Profit and Loss Adjustments during Year.				
Surplus for Year.	Deficit for Year.	Surplus at Beginning of Year.	Deficit at Beginning of Year.	Credits.	Debits.	Surplus at Close of Year.	Deficit at Close of Year.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
	21,609 12		91,000 63				112,609 75	3
107,253 49						107,253 49		5
28,023 03		268.278 95			8,444 98	287,857 00		6
9,436 04		9,708 94				19,144 98		7
4,305 53		17,909 10		504 30		22,718 93		8
	44,089 71		47,575 14				91,664 85	9
92,884 30		609,465 55				702,349 83		13
11,016 89		3,070 60		40,263 84		54,351 33		14
	8,127 28	59,370 74			12,169 24	39,074 22		15
10,355 57			166,249 76	91,516 50			64,377 69	16
121,936 02		178,473 28			58,726 25	241,683 05		17
55,616 44		127,994 12			21,223 54	162,387 02		18
	266 58	1,052 75				786 17		19
	2,808 01		32,213 11				35,021 12	21
31,398 18		40.315 54		38 81	2,032 70	69,719 83		22
12,480 58		20,792 71			80 57	33,192 72		23
	43,288 94		1,041.539 78				1,084,828 72	25
285,452 27		2,591,365 46		26,708 78		2,903,526 51		26
	36,789 58		80,993 97		4,597 50		122,381 05	27
13,292 32			11,032 10			2,260 22		28
	2,404 22	1,045 28		87 88			1,271 06	30
27,554 85		234,041 93				261,596 78		31
18,706 94		99,699 07				118,406 01		33
46,061 69		157,438 54				203,500 23		34
	89 25	9,018 71			4,100 47	4,828 99		35
3,643 21		35,043 12				38,686 33		36
106.771 14		18,096 56				124,867 70		40
6,933 00		31,112 21				38,045 21		41
	1,352 91	3,694 46				2,341 55		42
39,561 81		127,351 68				166,913 49		43
	23,030 11		8,627 25				31,657 36	46
358,646 80		3,955,414 93			1,000,000 00	3,314,061 73		47
23,538 51			720 14		125 45	22,692 92		48
54,435 55		161,936 25			15,000 00	201,371 80		49
	2,732 62		101,294 87	14 32	66 25		104,079 42	50
430,999 62		1,370,153 73				1,801,153 35		51
8,972 15		21,577 54				30,549 69		52
	1,045 18	7,823 37				6,778 19		53
1,909,275 93	187,633 51	10,161,245 12	1,581,246 75	159,134 43	1,126,566 95	10,982,099 29	1,647,891 02	

TABLE 4.—SUMMARY Statement of Gross Earnings

Number.	1	2	3	4	5	6
	Name of Railway.	CAR EARNINGS.				
		Passengers.	Freight.	Mail and Express.	Other Car Earnings.	Total Car Earnings.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin	37,551 66		1,267 32	367 43	39,186 41
2	Berlin and Northern	7,679 67		215 57		7,895 24
3	Brantford and Hamilton	105,049 79	14,413 12	2,312 46	1,238 30	123,013 67
4	British Columbia	3,201,658 17	409,661 18	4,908 36	3,677 75	3,619,905 46
5	Calgary Municipal	472,009 38				472,009 38
6	Cape Breton	202,204 62		9,244 42	708 50	212,157 54
7	Chatham, Wallaceburg and Lake Erie	59,348 10	48,894 85	1,894 44	1,408 19	111,545 58
8	Cornwall	18,313 94	10,506 82	544 40		29,365 16
9	Edmonton Radial	346,696 40	1,243 00		1,592 31	349,521 71
10	Galt, Preston and Hespeler.. Leased Line—Preston to Berlin.	84,507 49	85,511 71	8,598 76	2 55	178,620 51
11	Grand Valley	89,192 97	4,222 86			93,415 83
12	Guelph Radial	31,903 43	959 55			32,862 98
19	Halifax	239,071 25				239,071 25
14	Hamilton and Dundas	53,819 51	237 41	663 15	204 20	54,924 27
15	Hamilton, Grimsby and Beamsville	83,775 10	31,126 17	6,836 54	828 10	122,565 91
16	Hamilton Radial	155,430 99	9,970 01	480 72	485 50	166,367 22
17	Hamilton Street	506,868 88			422 00	507,290 88
18	Hull	108,378 52	13,176 60	3,045 09		124,600 21
19	International	80,942 94				80,942 94
20	Kingston, Portsmouth and Cataraqui	35,031 97				35,031 97
21	Levis County	66,460 55	4,373 31	690 00		71,523 86
22	London	289,091 16		1,239 98	383 45	290,714 59
23	London and Lake Erie Ry. & Transportation Co.	110,295 60	13,876 09	5,012 55		129,184 24
24	Moncton Tramways	6,505 80				6,505 80
25	Montreal Park and Island*	368,223 87	9,985 32			378,209 19
26	Montreal Street*	4,578,327 46	39,261 05			4,617,588 51
27	Montreal Terminal*	107,254 87	26,124 57	500 00		133,879 44
28	Montreal and Southern Counties	103,704 89		1,141 30	250 75	105,096 94
29	Moose Jaw	35,148 95			1,505 10	36,654 05
30	Nelson	12,455 30				12,455 30
31	Niagara Falls Park and River	139,659 12		608 35	7,632 47	147,899 94
32	Niagara, St. Catharines and Toronto.	254,627 37	108,695 16	1,556 87	7,578 83	372,458 23
33	Nipissing Central	54,624 46			645 15	55,269 61
34	Oshawa	12,056 14	72,817 05	5,044 36		89,917 55
35	Ottawa	894,920 95			6,973 40	901,894 35
36	Peterborough Radial	38,550 68				38,550 68
37	Picton County	54,321 80	1,931 45			56,253 25
38	Port Arthur and Fort William	185,004 38	5,863 85	4,043 74	131 11	195,043 08
39	Quebec Ry., Light and Power Co. (Citadel)	368,457 34	1,953 15		7,818 28	378,228 77
40	Quebec Ry., Light and Power Co. (Montmorency)	173,229 68		4,238 22	17,154 94	194,622 84
41	Sandwich, Windsor and Amherstburg	197 524 70	6,121 93	825 00	419 00	204,890 73
42	Sarnia	38,936 34	3,633 14	4,136 49		46,705 97
43	Sherbroke	41,860 54		131 25	99 00	42,090 79
44	St. John*	190,662 01				190,662 01
45	St. Stephen	30,811 25				30,811 25
46	St. Thomas	19,103 79			9 80	19,113 59
47	Suburban Rapid Transit	38,258 82	3,211 28	600 00		42,070 20
48	Toronto	5,107,701 05				5,107,701 05
49	Toronto Suburban	62,874 12				62,874 12
50	Toronto and York Radial	391,423 54	65,326 05	3,014 66		460,164 25
51	Windsor, Essex & Lake Shore Rapid.	103,611 87	19,829 29	3,181 35	1,668 19	128,290 70
52	Winnipeg	1,926,698 98		400 00	3,818 00	1,930,916 98
53	Winnipeg, Selkirk Lake Winnipeg.	78,719 05	12,455 86	1,830 81		93,005 72
54	Yarmouth	7,208 94		212 50		7,421 44
	Total	22,007,750 15	1,025,371 93	78,818 66	67,022 30	23,178,963 04

*Figures for 1911.

from Operation for the Year ending June 30, 1912.

7	8	9	10	11	12	13	14	
Miscellaneous Earnings.								
Advertising.	Rent of Lands or Buildings.	Rent of Tracks.	Rent of Equipment.	Sale of Power.	Other Miscellaneous Earnings.	Total Miscellaneous Earnings.	Total Gross Earnings from Operation.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
	550 00			3,600 00		4,150 00	43,336 41	1
	98 40					98 40	7,993 64	2
	5,981 00		1,300 96			7,281 96	130,295 63	3
6,180 00	244 00	2,277 02			442 50	9,143 52	3,629,048 98	4
7,027 36			200 00		3 50	7,230 86	479,240 24	5
	760 00				7 25	767 25	212,924 79	6
225 00	396 42				5,325 00	5,946 42	117,492 00	7
360 00				333 28	2,195 41	2,888 69	32,253 85	8
3,470 35					1,557 00	5,027 35	354,549 06	9
	64 00	600 00		308 40	14 03	986 43	179,606 94	10
825 00					1,531 94	2,356 94	95,772 77	11
278 00	246 71			153 00	641 85	1,319 56	34,182 54	12
1,045 00	1,308 15					2,353 15	241,424 40	13
100 00	162 00	2,795 68	1,309 71			4,367 39	59,291 66	14
350 00	1,386 00		4,147 11			5,883 11	128,449 02	15
300 00	390 00		6,704 73			7,394 73	173,761 95	16
600 00	1,933 00		2,612 40			5,205 40	512,496 28	17
825 00	42 30					867 30	125,467 51	18
					24,015 69	24,015 69	104,958 63	19
300 00	953 11					1,253 11	36,285 08	20
							71,523 86	21
2,368 84	171 00				359 72	2,899 56	293,614 15	22
541 70	40 00			350 00	234 49	1,166 19	130,350 43	23
170 00						170 00	6,675 80	24
500 00	2,330 69	6,960 00				9,790 69	387,999 88	25
14,350 99			38,888 37			53,239 36	4,670,827 87	26
500 00	Dr. 422 82				63 34	140 52	134,019 96	27
609 89					86 20	696 09	105,793 03	28
910 55				107 57	122 21	1,140 33	37,794 38	29
119 20						119 20	12,574 50	30
676 40	100 00		2 50	817 00	9 87	1,605 77	149,505 71	31
	327 94		597 75		6,418 37	7,344 06	379,802 29	32
	27 25	4 00			7 50	38 75	55,308 36	33
150 00	823 52			192 67	1,436 17	2,602 36	92,519 91	34
2,912 50	389 00			3,050 40	59 17	6,411 07	908,305 42	35
	220 03				416 71	636 74	39,187 42	36
							56,253 25	37
714 50				92 50	229 07	1,036 07	196,079 15	38
1,171 20					91 91	1,263 11	379,491 88	39
	1,975 05				1,914 69	3,889 74	198,512 58	40
588 34	63 00			10,980 00	1,243 64	12,874 98	217,765 61	41
250 00					2,975 73	3,225 72	49,931 70	42
837 53						837 53	42,928 32	43
750 00						750 00	191,412 01	44
				309 76	363 60	673 36	31,484 61	45
337 50		1,200 00	36 00		301 61	1,875 11	20,988 70	46
					6,352 03	6,352 03	48,422 23	47
12,825 00					39,922 94	52,747 94	5,160,448 99	48
250 00			440 21	14,458 38	741 24	15,889 83	78,763 95	49
881 80	548 95				8,105 09	9,535 84	469,700 09	50
400 00	59 69				73 42	533 11	128,823 81	51
6,300 00						6,300 00	1,937,216 98	52
					2,477 59	2,477 59	95,483 31	53
225 00				2,331 02	10,931 33	13,487 35	20,908 79	54
71,226 65	21,228 39	13,836 70	56,239 74	37,083 98	120,671 81	320,287 27	23,499,250 31	

TABLE 5.—SUMMARY STATEMENT of Operating

Number	1	2	3	4	5
	Name of Railway.	MAINTENANCE—WAY AND STRUCTURES. Maintenance of Track and Roadway.	Maintenance of Electric Line.	Maintenance of Buildings and Fixtures.	Total Way and Structures.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin	914 27	127 39		1,041 66
2	Berlin & Northern		361 23	38 01	399 24
3	Brantford & Hamilton	9,214 52	1,849 26	383 29	11,447 07
4	British Columbia	178,049 13	59,116 69	42,900 68	280,066 50
5	Calgarry Municipal	7,071 87	2,570 08	304 17	9,946 12
6	Cape Breton	10,529 82	3,102 11	964 10	14,596 03
7	Chatham, Wallaceburg & Lake Erie	4,490 69	834 31	451 29	5,776 29
8	Cornwall	1,730 47	156 41		1,886 88
9	Edmonton Radial	22,813 46	3,950 45	327 03	27,090 94
10	Galt, Preston & Hespeler	12,284 52	2,115 41		14,399 93
	Leased line Preston to Berlin.				
11	Grand Valley	2,193 60	568 65	1,578 78	4,341 03
12	Guelph Radial	1,292 87	700 52		1,993 39
13	Halifax	9,970 06	1,094 09	1,526 30	12,590 45
14	Hamilton & Dundas	8,286 59	2,968 45	125 41	11,380 45
15	Hamilton, Grimsby & Beamsville	11,837 55	4,744 51	1,728 37	18,310 46
16	Hamilton Radial	8,524 81	2,802 24	336 42	11,663 47
17	Hamilton Street	13,201 69	5,665 04	371 29	19,238 02
18	Hull	8,973 34	3,555 96	657 59	13,186 89
19	International	2,595 74	49 62	190 97	2,836 23
20	Kingston, Portsmouth & Cataraqui	2,725 21	215 66	773 27	3,714 14
21	Levis County	2,953 86	1,090 84	240 38	4,285 08
22	London	18,665 15	3,965 19	713 84	23,344 18
23	London & Lake Erie RTy & Transportation Co.	8,513 01	1,449 84	114 60	10,077 45
24	Moncton Tramways				
25	Montreal Park & Island*	30,813 98	5,837 52	3,411 81	40,063 31
26	Montreal Street*	130,008 55	26,296 89	23,066 78	179,372 22
27	Montreal Terminal	13,126 95	5,747 91	2,394 33	21,269 19
28	Montreal & Southern Counties	3,811 47	1,196 18	84	5,008 49
29	Moose Jaw	80 36	333 73	127 94	542 03
30	Nelson	1,551 21	229 41	7 10	1,787 73
31	Niagara Falls Park & River	17,659 64	5,595 62	844 70	24,099 96
32	Niagara, St. Catharines & Toronto	24,873 30	5,117 59	13,145 14	43,136 03
33	Nipissing Central	3,617 01	1,493 73	245 29	5,356 03
34	Oshawa	8,965 03	258 82	1,427 53	10,651 38
35	Ottawa	19,247 10	13,684 12	3,801 99	36,733 21
36	Peterborough Radial	4,181 66	875 82	267 18	5,324 66
37	Picton County	3,789 40	200 11		3,989 51
38	Port Arthur & Fort William	10,878 64	3,740 76	1,135 36	15,754 76
39	Quebec RTy, Light & Power Co., (Citidal)	14,995 91	1,646 37	551 36	17,193 64
40	Quebec RTy, Light & Power Co., (Montmorency)	16,617 82	5,338 87	2,520 54	24,477 33
41	Sandwich, Windsor & Amherstburg	16,492 94	5,531 95	624 39	22,649 28
42	Sarnia	2,602 94	103 74		2,706 68
43	Sherbrooke	2,633 60	550 95	417 35	3,601 90
44	St. John*	11,728 21	2,020 67	537 55	14,286 43
45	St. Stephen	2,285 93	2,053 42	132 91	4,472 26
46	St. Thomas	2,598 63	62 51		2,661 14
47	Suburban Rapid Transit	5,889 16	168 91		6,058 07
48	Toronto	76,323 72	20,950 32	28,577 66	125,851 70
49	Toronto Suburban	8,731 25	564 39	438 75	9,734 39
50	Toronto and York Radial	24,734 88	3,854 86	1,942 21	30,531 95
51	Windsor, Essex & Lake Shore Rapid	8,811 37	1,808 58	475 78	11,095 73
52	Winnipeg	35,948 41	8,227 76	2,781 09	46,957 26
53	Winnipeg, Selkirk & Lake Winnipeg	7,965 31	503 34	276 06	8,744 71
54	Yarmouth		513 26	735 87	1,249 13
	Total	857,796 61	227,562 09	143,613 40	1,122,972 10

*Figures for 1911

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Expenses for the Year ending June 30th, 1910.

6	7	8	9	10	11	12	
MAINTENANCE—EQUIPMENT.							
Maintenance of Steam Plant.	Maintenance Electric Plant.	Maintenance of Cars.	Maintenance of Electric Equipment of Cars.	Maintenance of Miscellaneous Equipment.	Miscellaneous Shop Expenses.	Total Equipment.	Number
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	2,047 79	98 83	2,212 30	.....	.....	4,358 92	1
.....	.....	.....	.....	.....	.....	.....	2
.....	2,187 61	3,089 62	5,293 58	.....	.....	10,570 81	3
.....	26,143 40	157,068 02	86,190 42	366 92	11,006 48	280,775 24	4
.....	.....	28,941 54	11,562 95	45 95	4,383 70	44,934 14	5
.....	3,793 35	6,540 52	3,928 17	550 66	516 06	15,330 76	6
100 98	.....	4,998 62	2,268 18	.....	352 90	7,720 68	7
87 43	.....	2,377 74	1,251 44	28 22	.....	3,744 83	8
.....	242 56	27,230 36	.....	734 53	1,584 95	29,792 40	9
369 74	836 41	521 15	3,216 50	917 78	.....	5,861 58	10
.....	.....	2,913 47	.....	.....	.....	2,913 47	11
.....	10 04	657 83	4,709 68	49 08	.....	5,426 63	12
2,406 85	572 30	8,100 41	6,343 91	311 55	230 53	17,965 55	13
.....	.....	753 60	562 32	.....	.....	1,315 92	14
.....	660 64	13,331 94	5,307 46	.....	.....	19,300 04	15
.....	.....	6,314 01	3,489 22	.....	.....	9,803 23	16
.....	.....	28,080 25	15,852 59	.....	.....	35,932 84	17
.....	.....	.....	.....	.....	.....	21,406 95	18
.....	.....	2,480 28	985 38	96 84	402 63	3,965 08	19
.....	116 23	.....	3,924 66	.....	604 88	4,645 71	20
.....	188 46	3,154 91	2,672 47	475 62	742 61	7,234 07	21
3,329 49	885 55	10,095 41	11,838 41	540 74	2,994 01	29,683 38	22
526 20	307 05	4,567 74	1,913 07	.....	.....	7,314 06	23
.....	.....	.....	.....	.....	.....	.....	24
.....	.....	19,993 50	12,188 96	716 14	.....	32,898 54	25
10,170 40	23,888 42	188,396 98	144,905 56	13,578 36	11,633 99	392,573 71	26
1,157 64	.....	8,652 19	16,938 58	629 97	.....	27,378 38	27
.....	.....	2,081 34	1,221 70	612 07	.....	3,915 11	28
.....	208 10	195 93	289 18	222 84	.....	916 04	29
.....	54 12	1,381 31	389 68	71 95	84 55	1,981 61	30
.....	282 78	1,909 09	831 58	40 87	.....	3,064 32	31
.....	1,732 36	14,819 98	18,736 01	364 46	1,545 72	37,198 53	32
.....	267 39	1,100 59	601 82	43	112 85	2,083 08	33
.....	232 50	3,038 82	3,924 45	1,811 13	.....	9,006 90	34
.....	7,394 31	36,292 38	31,598 47	.....	2,820 59	78,105 75	35
.....	348 81	2,465 92	1,413 02	1 72	.....	4,229 47	36
374 97	.....	149 90	1,085 55	662 85	.....	2,273 27	37
.....	.....	10,820 97	7,683 69	.....	812 44	19,317 10	38
.....	.....	9,185 89	8,765 87	534 97	323 78	18,810 51	39
128 03	129 26	5,040 44	6,706 26	128 04	712 29	12,844 32	40
.....	785 30	6,844 76	4,775 84	49 75	.....	12,455 65	41
.....	.....	1,623 86	.....	.....	2,603 86	4,227 72	42
.....	.....	1,671 67	878 34	1,015 76	35 66	3,601 43	43
867 42	55 33	9,552 00	8,620 35	464 25	322 09	19,882 44	44
1,103 79	321 12	582 88	1,112 85	.....	81 23	3,201 87	45
.....	98 51	.....	.....	2,911 94	.....	3,010 45	46
.....	.....	.....	.....	.....	.....	.....	47
24,367 78	11,443 54	191,963 48	124,658 11	33,334 77	18,199 65	403,967 33	48
.....	.....	3,891 61	3,233 10	1,195 73	289 68	8,600 12	49
4,061 73	680 84	17,648 77	16,137 43	9,897 04	133 96	48,559 77	50
.....	1,656 62	7,240 84	4,899 88	401 35	.....	14,198 69	51
.....	.....	62,351 69	35,412 88	13,243 19	4,959 80	115,967 56	52
.....	.....	4,225 83	.....	.....	.....	4,225 83	53
1,084 70	.....	316 39	.....	46 33	.....	1,447 42	54
50,137 15	87,570 70	916,755 20	630,521 52	86,053 80	67,493 89	1,859,939 21	

TABLE 5.—SUMMARY of Operating Expenses

Number.	13	14	15	16	17
	Name of Railway.	TRANSPORTATION—OPERATION OF			
		Power Plant Wages.	Fuel for Power.	Water for Power.	Lubricants and Waste for Power Plant.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin				
2	Berlin and Northern				
3	Brantford and Hamilton	3,512 65			
4	British Columbia	27,483 54	6,949 35	7,750 96	322 01
5	Calgary Municipal				
6	Cape Breton				
7	Chatham, Wallaceburg and Lake Erie	49 90		23 06	
8	Cornwall	1,078 21	565 21		
9	Edmonton Radial				
10	Galt, Preston and Hespeler	2,761 55	1,394 06		234 54
	Leased Line—Preston and Berlin.				
11	Grand Valley	4,038 77	7,261 96		554 43
12	Guelph Radial		1,994 07		99 65
13	Halifax	3,834 00	12,387 00	631 00	521 50
14	Hamilton and Dundas				
15	Hamilton, Grimsby and Beamsville	3,086 49			
16	Hamilton Radial				
17	Hamilton Street				
18	Hull				
19	International				
20	Kingston, Portsmouth and Cataraqui				
21	Levis County	798 56			
22	London	8,911 04	26,764 07	93 00	537 58
23	London & Lake Erie Rl'y. & Transportation Co.	7,422 70	15,445 55		542 27
24	Moncton Tramways				
25	Montreal Park and Island*				
26	Montreal Street*	54,750 28	132,292 83	978 06	2 438 78
27	Montreal Terminal*	5,218 13	5,563 26		456 68
28	Montreal and Southern Counties	3,953 09	18,235 51	143 38	1,464 32
29	Moose Jaw	1,727 19	3,296 79		286 54
30	Nelson	972 85			14 20
31	Niagara Falls, Park and River	4,928 83			206 40
32	Niagara, St. Catharines and Toronto	5,775 47			559 73
33	Nipissing Central	2,471 41			2 30
34	Oshawa	3,700 91	5,998 51		
35	Ottawa	20,187 24	1,538 06	2,147 01	
36	Peterborough Radial				
37	Picton County	2,924 58	4,332 69	80 00	237 03
38	Port Arthur and Fort William				
39	Quebec Railway, Light and Power Co. (Citadel)				
40	Quebec Rl'y., Light and Power Co. (Montmerency)	1,137 21			
41	Sandwich, Windsor and Amherstburg	4,848 31	1,620 81		
42	Sarnia				
43	Sherbrooke				
44	St. John	3,921 81	15,849 86	1,200 00	
45	St. Stephen	941 50	6,677 16	160 33	139 66
46	St. Thomas				
47	Suburban Rapid Transit	2,091 50			
48	Toronto				
49	Toronto Suburban				
50	Toronto and York Radial	14,149 99	35,137 95		2,258 63
51	Windsor, Essex and Lake Shore Rapid	3,621 12	8,174 63		
52	Winnipeg				
53	Winnipeg, Selkirk and Lake Winnipeg	4,460 92			
54	Yarmouth	1,098 50	3,540 50	772 50	130 14
	Total	205,858 34	315,019 83	13,979 30	11,006 39

* Figures for 1911.

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for the Year ending June 30th, 1912—*Continued.*

18	19	20	21	22	23	24	25	
Power Plant.			Transportation—Operation of Cars.					
Miscellaneous Supplies and Expenses of Power Plant.	Hired Power.	Total Operation of Power Plant.	Superintendence of Transportation.	Wages of Conductors.	Wages of Motormen.	Wages of Miscellaneous Car Service Employees.	Wages of Car House Employees.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	6,521 07	6,521 07	1,250 00	4,279 60	4,279 61	.....	.. ..	1
.....	1,989 72	1,989 72	....	900 00	901 51	159 87	....	2
.. .. .	12,678 00	16,190 65	1,560 71	4,055 72	4,055 72	2,762 91	2,508 54	3
9,042 27	449,218 63	500,766 76	63,556 39	411,790 20	411,790 23	76,546 91	87,899 03	4
....	74,272 72	74,272 72	4,009 50	58,827 29	58,821 91	473 98	.....	5
....	25,833 61	25,833 61	2,107 50	15,305 83	15,305 84	2,108 89	2,418 77	6
.....	13,723 70	13,801 66	1,386 76	7,781 21	6,267 79	3,452 62	1,335 52	7
....	.....	1,643 42	....	5,139 47	5,139 48	... .	.....	8
....	126,836 97	126,836 97	... .	42,381 97	42,381 98	367 35	4,037 14	9
.....	18,482 15	22,872 30	1,800 00	8,435 85	8,408 75	3,446 40	4,677 50	10
.. ..	11,405 50	23,260 66	2,075 00	10,128 06	10,128 06	.....	4,809 46	11
.....	2,951 97	5,045 69	.....	4,195 40	4,195 43	.....	249 97	12
548 18	....	17,921 68	1,600 00	23,968 80	23,968 80	4,043 87	1,716 61	13
.....	4,700 56	4,700 56	652 97	3,921 76	3,921 76	57 67	148 35	14
.....	11,493 67	14,580 16	2,083 82	5,742 91	5,742 90	7,269 77	896 48	15
.....	18,551 05	18,551 05	3,545 39	12,126 11	12,126 10	2,540 59	1,372 17	16
....	53,462 86	53,462 86	9,424 85	45,741 03	45,741 02	.....	5,257 55	17
.....	.....	12,511 03	.. ..	17,352 70	17,352 71	.....	..... .	18
.....	8,531 19	8,531 19	355 00	6,996 03	7,012 43	1,674 00	1,378 12	19
.....	3,784 76	3,784 76	....	3,899 43	3,973 61	....	3,116 45	20
38 74	9,798 38	10,635 77	.....	8,612 07	8,878 11	1,226 18	1,627 88	21
737 54	....	37,043 23	3,120 00	32,709 40	34,041 60	1,293 58	2,058 96	22
764 68	.....	24,175 20	715 85	6,406 76	6,406 81	5,071 67	1,010 52	23
..... .	.....	1,464 75	622 20	1,853 82	1,853 83	.....	... .	24
....	55,037 00	55,037 00	4,775 25	27,060 93	25,709 04	7,383 83	4,399 11	25
1,413 73	225,180 45	417,054 13	45,459 99	474,652 49	469,037 73	29,039 95	55,968 08	26
48 21	1,500 00	12,786 28	2,277 50	15,243 59	15,075 87	3,200 04	3,514 03	27
1,645 88	....	25,442 18	2,260 01	6,194 28	6,194 28	1,274 78	1,450 41	28
152 12	....	5,462 64	....	7,666 21	7,666 20	....	849 13	29
68 02	....	1,055 07	.....	2,708 32	2,215 90	.....	653 40	30
525 78	....	5,661 01	2,146 83	8,451 96	9,071 05	646 48	4,019 72	31
....	19,959 81	26,295 01	6,924 19	37,393 01	37,249 38	.....	4,057 47	32
3 20	9,044 72	11,521 63	740 00	4,190 15	4,190 16	.....	1,665 57	33
338 52	....	10,037 94	1,573 07	1,994 15	3,578 49	3,210 93	685 04	34
2,203 88	15,000 00	41,076 19	8,757 92	110,083 57	110,083 58	25,468 79	12,400 59	35
5 20	1,530 00	1,535 20	856 28	6,046 71	6,015 15	1,613 17	.....	36
55 00	..... .	7,629 30	.....	3,359 83	3,359 93	736 66	3,329 15	37
....	25,808 37	25,808 37	2,633 52	21,532 90	21,854 35	2,029 54	.....	38
.....	20,535 38	20,535 38	10,336 95	45,144 01	45,144 02	319 68	10,900 42	39
..... .	20,000 00	21,137 21	3,939 38	13,020 56	9,075 64	14,898 65	1,051 21	40
821 56	18,016 93	25,307 61	1,073 10	20,742 16	20,742 16	512 50	2,394 05	41
....	5,727 62	5,727 62	310 00	4,746 12	4,716 13	....	. . ..	42
....	6,000 00	6,000 00	748 96	8,212 35	8,214 45	.....	.....	43
652 27	....	21,623 94	3,210 00	28,064 65	28,064 66	.....	9,036 08	44
173 16	.....	8,091 81	.....	2,729 15	2,734 95	.....	2,070 50	45
....	4,285 13	4,285 13	....	5,791 68	5,791 68	.....	2,973 16	46
863 35	15,196 41	18,151 26	.....	10,860 90	10,682 65	.....	.....	47
.....	421,293 19	473,220 91	82,946 26	510,416 93	469,678 86	100,000 00	100,000 00	48
.....	6,000 00	6,000 00	....	6,132 08	6,175 71	....	3,656 16	49
699 11	13,373 44	65,619 12	7,865 81	21,947 18	21,947 19	13,078 40	13,078 29	50
319 71	....	12,115 46	439 99	4,464 47	4,464 47	13,723 13	.....	51
.....	155,789 25	155,789 25	28,464 40	266,405 50	264,806 85	7,404 45	36,199 22	52
899 68	8,238 28	13,598 88	1,800 00	3,733 95	3,747 70	2,733 76	.....	53
31 46	.....	5,573 10	.. ..	1,515 14	1,515 14	.....	98 80	54
22,051 25	1,901,757 49	2,535,576 10	319,399 37	2,423,060 35	2,371,529 39	339,771 00	400,967 61	

TABLE 5.—SUMMARY STATEMENT of Operating Expenses

Number.	Name of Railway.	27	28	29
		TRANSPORTATION—		
		Car Service Supplies.	Miscellaneous Car Service Expenses.	Hired Equipment.
		$ cts.	$ cts.	$ cts.
1	Berlin	392 88	557 42	
2	Berlin and Northern			
3	Brantford and Hamilton	1,422 89	2,139 72	855 75
4	British Columbia	4,168 25	111,745 19	8,473 35
5	Calgary Municipal	4,924 58	2,878 92	
6	Cape Breton		3,003 39	
7	Chatham, Wallaceburg and Lake Erie	146 23	6,454 21	6,780 20
8	Cornwall	763 75		
9	Edmonton Radial		14,376 59	
10	Galt, Preston and Hespeler—Leased line, Preston and Berlin		6,526 45	
11	Grand Valley			
12	Guelph Radial		598 46	
13	Halifax			
14	Hamilton and Dundas	1,195 91	208 00	
15	Hamilton, Grimsby and Beamsville	706 48	564 07	3,888 51
16	Hamilton Radial	1,538 08	1,695 70	3,052 76
17	Hamilton Street	2,072 21	1,995 14	15,027 13
18	Hull	6,630 37	4,712 43	1,954 73
19	International	1,332 04	900 00	
20	Kingston, Portsmouth and Cataraqui	329 81	107 67	
21	Levis County	694 21	2,222 69	
22	London	2,019 50	2,203 63	
23	London and Lake Erie Railway and Transportation Co.		3,383 12	
24	Moncton Tramway			
25	Montreal Park and Island *			4,207 27
26	Montreal Street*	42,644 85	65,577 19	
27	Montreal Terminal*			
28	Montreal and Southern Counties		5,456 86	
29	Moosejaw		1,359 28	
30	Nelson	42 70	50 00	
31	Niagara Falls Park and River	150 67	3,269 72	
32	Niagara, St. Catharines and Toronto		9,604 78	21,489 17
33	Nipissing Central		1,121 60	
34	Oshawa	1,780 78	10,727 48	6,347 30
35	Ottawa			
36	Peterborough Radial	1,112 55	161 60	
37	Pictou County		102 50	
38	Port Arthur and Fort William		3,764 57	
39	Quebec Railway, Light and Power Co. (Citadel)		7,780 41	
40	Quebec Railway, Light and Power Co. (Montmorency)		7,175 25	
41	Sandwich, Windsor and Amherstburg	2,809 16		
42	Sarnia			
43	Sherbrooke		986 53	
44	St. John		3,599 31	
45	St. Stephen			
46	St. Thomas			
47	Suburban Rapid Transit		4,289 90	1,800 00
48	Toronto	45,815 61	3,622 56	
49	Toronto Suburban	302 01	359 34	
50	Toronto and York Radial		1,088 53	
51	Windsor, Essex and Lake Shore Rapid			
52	Winnipeg	38,045 97	8,528 22	
53	Winnipeg, Selkirk and Lake Winnipeg	853 68		
54	Yarmouth			
	Total	161,895 17	304,898 48	73,876 17

* Figures for 1911.

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for the Year ending June 30, 1912—*Continued.*

30	31	32	33	34	35	36	37	
Operation of Cars—*Continued.*			General.					
Cleaning and Sanding Track.	Removal of Snow and Ice.	Total Operation of Cars.	Salaries of General Officers.	Salaries of Clerks.	Printing and Stationery	Miscellaneous Office Expenses.	Store Expenses.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
	496 68	11,256 19		317 00	355 53	127 28		1
	90 77	2,052 18	115 00	813 99	35 00			2
	1,329 81	20,691 77	1,587 00	5,746 63	482 24			3
12,339 55	7,603 69	1,195,912 79	35,987 20	53,810 48	14,657 56	14,225 05	13,487 28	4
5,177 18	1,290 91	136,404 27	5,175 00	1,440 00	693 55	847 28	235 42	5
165 22	5,337 42	45,752 86	7,696 13	5,250 02	903 23	273 81	356 11	6
	201 16	33,799 70	3,625 39	619 03	869 55	158 52		7
	826 72	11,869 42	1,280 05		207 88	468 56		8
	1,738 98	105,284 01	10,224 55		1,074 33	481 28		9
	2,170 51	35,465 46	3,860 16	9,162 40	822 30	1,114 13		10
	6,527 62	34,266 66	4,217 36		382 88		1,391 32	11
		8,640 80	1,501 25		233 62			12
501 87	5,349 70	62,553 56	3,600 00	1,540 00	948 00	698 38	230 53	13
	427 57	14,289 14	745 20	2,715 42	220 57			14
	1,022 37	29,044 79	1,656 00	6,714 60	641 57			15
	3,238 47	54,043 31	2,125 20	6,924 51	506 09			16
	6,306 79	125,768 77	5,754 60	14,397 61	802 50			17
	4,429 62	41,367 07	1,835 09	2,563 20	406 11	760 39		18
	145 96	17,999 02	2,066 28	1,373 91	162 06	892 96	420 44	19
	514 36	11,503 85	2,339 15		284 09	286 17		20
389 89	5,661 11	29,312 14	2,563 59	850 00	150 80	15 00		21
404 41	1,695 80	79,546 88	4,673 52	1,665 88	260 81	387 48	1,374 28	22
	846 94	23,841 67	4,140 00	2,028 60	1,720 57	365 28		23
	60 00	4,389 85	227 40		75 00			24
650 45	10,178 81	84,364 69	20,129 50	3,367 96	349 71			25
34,274 14	135,944 09	1,352,598 51	45,783 28	48,363 17	7,127 01	3,636 02	13,915 24	26
2,293 13	8,675 23	50,279 39	100 00	1,228 59	188 76			27
		22,830 62	3,028 68		549 54	618 55	169 34	28
	8 22	17,549 04	1,300 00	1,569 25	239 58	352 12		29
46 80		5,717 12	1,652 10		154 90			30
510 69	913 08	29,180 20	905 84	637 46	123 77	197 88	171 03	31
2,170 61	4,492 47	123,381 08	10,193 29	7,441 38	2,827 90	1,705 38	782 29	32
17 08	216 68	12,141 24	370 25	935 00	425 74	135 61		33
		29,897 26	3,300 00	435 00	340 02			34
	17,716 17	284,510 62	39,601 67		974 47	559 02	636 10	35
123 62	501 53	16,430 61	1,768 01	957 89	120 25	1,544 50	19 52	36
	720 59	11,608 66	2,100 00	503 62		261 52		37
	1,086 81	52,901 69	5,447 44		547 61	132 58		38
3,000 00	15,858 59	138,484 08	8,426 95	4,213 47	856 69	1,147 21	2,866 36	39
	4,670 66	53,830 35	3,178 55	6,084 34	2,841 83	1,070 85		40
		48,273 13	4,000 00	1,200 00	466 16			41
		9,802 25	2,432 00	520 00	333 51	412 23		42
	1,930 98	20,093 27	2,160 82		61 19	159 52		43
	9,103 04	81,077 74	1,393 32	1,289 70		529 00	536 83	44
	330 55	7,865 15	2,045 00	332 00	21 85	79 25		45
		14,556 52	930 00	420 00		215 25		46
		27,633 45	700 00			508 74		47
5,715 04	8,161 22	1,326,356 48	36,192 74	43,314 64	5,744 22	8,916 46	7,108 87	48
1,244 29	965 55	18,835 14	1,875 00	2,137 50		633 84		49
5,489 11	6,875 30	91,369 86	7,990 00	4,524 13	648 21	1,726 48	1,871 20	50
		23,092 06	3,426 58	1,565 50	565 50	551 23	480 00	51
11,687 09		661,543 70	7,263 60	21,126 54		7,444 47	1,879 66	52
314 67		16,171 32	1,100 00	4,732 05	556 54	834 86		53
		3,129 08	1,661 44		112 33			54
86,514 84	285,662 53	6,770,560 47	327,451 09	274,832 47	53,073 13	54,474 14	47,931 82	

TABLE 5.—SUMMARY Statement of Operating Expenses

Number.	Name of Railway.	38	39	40	41
					GENERAL.—
		Stable Expenses.	Advertising and Attractions.	Miscellaneous General Expenses.	
		$ cts.	$ cts.	$ cts.	
1	Berlin				427 49
2	Berlin and Northern				309 09
3	Brantford and Hamilton	4,025 62	88 66		1,367 45
4	British Columbia	7,368 96	8,679 28		10,766 29
5	Calgary Municipal		294 89		5,454 31
6	Cape Breton	243 69	7 95		3,215 26
7	Chatham, Wallaceburg and Lake Erie				2,733 37
8	Cornwall				
9	Edmonton Radial	636 24	1,483 13		4,667 67
10	Galt, Preston and Hespeler—Leased Line, Preston to Berlin		304 40		3,440 61
11	Grand Valley				2,029 35
12	Guelph Radial		1,249 56		90 67
13	Halifax	1,031 83	513 00		2,501 51
14	Hamilton and Dundas	93 54	52 84		447 67
15	Hamilton, Grimsby and Beamsville	1,967 48	74 94		986 81
16	Hamilton Radial	818 58	79 27		1,320 40
17	Hamilton Street		849 68		1,120 88
18	Hull	2,863 80	72 61		993 77
19	International				343 44
20	Kingston, Portsmouth and Cataraqui		2,301 77		1,188 60
21	Levis County	574 12	50 93		389 99
22	London	300 04			2,342 48
23	London and Lake Erie Railway & Transportation Co		1,068 20		1,384 56
24	Moncton Tramways				129 90
25	Montreal Park and Island		1,795 28		
26	Montreal Street	6,463 94	2,159 49		25,475 42
27	Montreal Terminal		684 07		599 64
28	Montreal and Southern Counties		189 69		46 89
29	Moose Jaw		202 20		137 41
30	Nelson				141 51
31	Niagara Falls Park and River	108 16	2,081 98		844 82
32	Niagara, St. Catharines and Toronto	2 85	3,129 19		1,359 86
33	Nipissing Central	101 20	59 65		50 00
34	Oshawa	782 00			2,464 80
35	Ottawa		5,098 80		6,104 50
36	Peterborough Radial		698 11		391 16
37	Pieton County	389 70			1,138 36
38	Port Arthur and Fort William				282 37
39	Quebec Railway, Light and Power Co. (Citadel)	673 97			5,714 42
40	Quebec Railway, Light and Power Co. (Montmorency)		1,889 57		8,516 93
41	Sandwich, Windsor and Amherstburg		257 00		2,104 44
42	Sarnia	1,625 99			1,372 78
43	Sherbrooke				
44	St. John	564 81	1,090 67		2,763 20
45	St. Stephen				101 44
46	St. Thomas		4 00		
47	Suburban Rapid Transit				
48	Toronto	5,322 07	144 41		14,855 40
49	Toronto Suburban	113 46			426 03
50	Toronto and York Radial	7,826 89	1,638 78		4,889 81
51	Windsor, Essex and Lake Shore Radial		1,260 47		
52	Winnipeg				17,807 04
53	Winnipeg, Selkirk, and Lake Winnipeg		151 68		500 00
54	Yarmouth				5,692 31
	Total	43,908 89	39,706 15		154,432 11

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for the Year ending June 30, 1912—*Concluded.*

42	43	44	45	46	47	48	49	

Concluded.

Damages.	Legal Expenses in Connection with Damages.	Miscellaneous Legal Expenses.	Rent of Land and Buildings.	Rent of Track and Terminals.	Insurance.	Total General	Total Operating Expenses.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	.....	572 44	.....	1,660 03	3,459 77	26,637 61	1
.....	.....	.....	100 00	.....	352 50	1,725 58	6,166 72	2
2,930 70	.....	580 35	460 00	6,764 85	564 64	24,608 14	83,508 44	3
92,988 32	.....	7,016 41	.....	9,254 95	17,619 75	285,861 53	2,543,382 82	4
.....	.....	.....	950 00	.....	1,952 86	17,043 31	282,600 56	5
2,930 58	.....	1,450 24	487 90	.....	2,455 31	25,270 23	126,783 49	6
255 65	.....	6 65	.....	282 75	638 64	9,189 55	70,287 88	7
35 20	1 00	.....	.....	.....	1,327 95	4,803 77	23,948 32	8
3,714 37	.....	.....	.....	.....	4,894 15	25,692 59	314,696 91	9
5 00	.....	.....	174 60	2,599 00	4,190 00	25,672 60	104,271 87	10
362 07	30 00	.....	1,296 62	600 00	775 63	11,085 23	75,867 05	11
.....	.....	24 25	.....	402 98	496 20	3,998 53	25,105 04	12
5,254 20	500 00	655 03	.....	.....	789 33	18,261 81	129,293 05	13
1,269 49	.....	225 76	.....	4,603 80	117 73	10,492 02	42,178 09	14
5,728 76	.....	1,100 86	304 00	8,237 57	715 58	28,128 12	109,363 57	15
3,963 22	.....	1,496 99	.....	10,805 36	923 78	28,963 40	123,024 46	16
24,966 49	1,896 65	.....	10,200 94	.....	3,047 54	63,036 89	297,439 38	17
.....	.....	3,000 00	.....	.....	1,701 74	14,196 62	102,668 56	18
1,292 75	.....	468 55	506 98	.....	570 67	8,098 04	41,429 66	19
37 00	.....	.....	.....	.....	631 08	7,067 86	30,716 32	20
205 90	145 20	.....	158 58	1,205 00	3,594 26	9,903 37	61,370 43	21
11,409 11	.....	399 96	6 00	.....	2,200 00	25,019 56	194,637 23	22
460 39	.....	.....	.....	1,417 40	2,207 57	14,792 57	80,200 95	23
.....	.....	.....	45 00	.....	300 00	777 30	6,631 90	24
7,325 55	.....	3,588 47	.....	.....	2,325 00	38,881 47	251,245 01	25
113,683 66	.....	17,783 71	13,009 41	.....	25,149 64	322,549 99	2,664,148 56	26
5,362 73	.....	794 94	.....	.....	1,444 13	10,402 86	122,116 10	27
.....	577 05	.....	.....	27,904 20	1,084 82	34,168 76	91,365 16	28
23 20	.....	95 89	.....	.....	592 91	4,512 56	28,982 31	29
.....	.....	83 45	47 50	2 00	457 80	2,539 26	13,080 78	30
37 85	0 57	335 89	61 60	10,000 00	2,875 00	18,381 85	80,387 34	31
5,127 79	290 68	.....	.....	2,134 63	3,439 29	38,434 53	268,445 18	32
.....	.....	512 60	.....	.....	675 33	3,265 38	34,367 36	33
711 12	.....	.....	.....	1,084 28	1,133 59	10,250 81	69,844 29	34
7,381 97	.....	181 25	.....	.....	9,496 62	70,034 40	510,460 17	35
.....	.....	278 81	334 00	.....	1,330 06	7,412 31	34,962 25	36
1,001 98	.....	.....	.....	.....	584 08	5,979 26	31,480 00	37
49 17	.....	355 00	.....	.....	1,800 00	8,614 17	122,396 09	38
481 70	Cr. 3 19	709 48	.....	.....	3,626 36	28,713 42	223,737 03	39
272 63	284 68	284 68	.....	.....	3,817 09	28,241 15	140,530 36	40
3,013 45	.....	1,786 92	.....	.....	900 00	13,727 97	122,413 64	41
15 00	.....	42 58	.....	.....	935 59	10,689 68	33,153 95	42
17 95	.....	129 59	.....	.....	575 02	3,104 09	36,400 69	43
1,786 35	.....	.....	.....	.....	1,442 27	11,396 15	148,266 70	44
.....	.....	.....	.....	.....	302 11	2,881 65	26,512 74	45
.....	.....	.....	1 00	.....	315 50	1,885 75	26,398 99	46
.....	.....	.....	.....	.....	.....	1,208 74	53,051 52	47
221,625 71	.....	9,609 16	.....	3,452 56	18,064 39	374,350 63	2,703,747 05	48
.....	2 00	92 00	685 11	.....	2,435 48	8,400 42	51,570 07	49
10,205 00	381 50	.....	.....	.....	2,021 87	57,059 85	293,140 55	50
341 00	300 00	.....	.....	.....	7,650 00	16,140 28	76,642 22	51
.....	.....	.....	.....	.....	.....	55,521 31	1,035,779 08	52
.....	.....	.....	.....	.....	.....	7,875 13	50,615 87	53
.....	.....	.....	250 00	.....	108 45	7,824 53	19,223 26	54
536,273 01	4,406 14	53,089 47	29,651 68	90,751 33	148,309 34	1,871,626 75	14,266,674 63	

TABLE 6.—SUMMARY STATEMENT of Description of Equipment for the Year ending June 30, 1912.

Number.	1	2	3	4	5	6	7	8	9	10	11	12	13
	Name of Railway.	PASSENGER CARS.				OTHER CARS.							
		Closed passenger cars.	Open passenger cars.	Combination closed and open passenger cars.	Total passenger cars.	Freight cars.	Mail, express and baggage cars.	Combination cars.	Work cars.	Snow ploughs.	Sweepers.	Miscellaneous cars.	Total cars of all classes.
		No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
1	Berlin	7	2	.....	9	.....	.....	.....	1	.....	1	.....	11
2	Berlin and Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Brantford and Hamilton	6	.....	.....	6	.....	.....	.....	.....	.....	.....	.....	6
4	British Columbia	278	3	.....	281	320	10	.....	.....	5	1	108	725
5	Calgary Municipal	48	1	.....	49	.....	.....	.....	4	.....	.....	2	55
6	Cape Breton	19	.....	.....	19	2	.....	1	.....	3	1	.....	26
7	Chatham, Wallaceburg and Lake Erie	7	2	.....	9	17	.....	.....	.....	.....	.....	3	29
8	Cornwall	7	3	.....	10	2	.....	.....	.....	.....	1	.....	13
9	Edmonton Radial	.....	.....	45	45	.....	.....	.....	1	.....	2	2	50
10	Galt, Preston and Hespeler, (leased line—Preston to Berlin)	9	4	2	15	3	.....	2	2	.....	2	3	27
11	Grand Valley	12	12	.....	24	1	.....	.....	1	1	1	.....	28
12	Guelph Radial	10	5	.....	15	.....	.....	.....	1	1	.....	1	18
13	Halifax	24	26	.....	50	.....	.....	.....	.....	.....	4	21	75
14	Hamilton and Dundas	1	2	.....	3	.....	.....	.....	.....	.....	.....	.....	3
15	Hamilton, Grimsby and Beamsville	8	2	.....	10	5	.....	.....	.....	.....	.....	.....	15
16	Hamilton Radial	9	.....	.....	9	9	.....	.....	1	1	.....	.....	20
17	Hamilton Street	58	33	.....	91	.....	.....	.....	.....	.....	3	1	95
18	Hull	25	13	.....	38	.....	1	.....	1	2	3	2	47
19	International	11	.....	.....	11	.....	.....	.....	1	.....	1	.....	13
20	Kingston, Portsmouth and Cataraqui	8	12	.....	20	1	.....	.....	1	.....	2	.....	24
21	Levis County	13	8	.....	21	.....	.....	.....	2	1	3	.....	28
22	London	39	14	.....	53	.....	1	.....	1	.....	2	3	59
23	London and Lake Erie Ry. and Transportation Co	16	.....	.....	16	7	.....	.....	2	.....	.....	.....	25
24	Moncton Tramway	4	.....	.....	4	.....	.....	.....	.....	.....	1	.....	5
26	Montreal Park and Island *	12	16	10	38	1	.....	.....	4	4	2	1	50
26	Montreal Street, *	498	251	75	827	61	.....	.....	15	4	29	1	940
27	Montreal Terminal *	16	18	.....	34	2	.....	.....	2	3	1	2	44
28	Montreal and Southern Counties	10	.....	.....	10	.....	.....	2	1	1	1	.....	15

29	Moose Jaw	11			11						1		12
30	Nelson	2			2						1		3
31	Niagara Falls, Park and River	9	18		27			2		1		2	32
32	Niagara, St. Catharines and Toronto	24	16		40	30			15	3		8	96
33	Nipissing Central	6			6				2				8
34	Oshawa	1	2	1	4		1					4	9
35	Ottawa	66	52	34	152		2		4	4	10		172
36	Peterborough Radial	10	6		16				1	1	2		20
37	Picton County	5			5	1			1	2			9
38	Port Arthur and Fort William	23	2		25		1			2			28
39	Quebec Ry., Light and Power Co. (Citadel)	55	50		105					4	9	6	124
40	" " " (Montmorency)	15			15							2	17
41	Sandwich, Windsor and Amherstburg	28	16		44		3		3	1			51
42	Sarnia	10	2		12		1						13
43	Sherbrooke	10	9		19		1			1	1		22
44	St. John, *	25	26		51				1	3	4		59
45	St. Stephen	4	4		8				1	1			10
46	St. Thomas	6	8		14					1			15
47	Suburban and Rapid Transit												
48	Toronto	279	180	407	866				10		17	12	905
49	Toronto Suburban	11	3		14				2	1			17
50	Toronto and York Radial	40	4		44		10		9	4		1	68
51	Windsor, Essex and Lake Shore Rapid	9			9	13	2			1		2	27
52	Winnipeg	232	35		267				9	1	6	7	290
53	Winnipeg, Selkirk and Lake Winnipeg	12			12	5			4				21
54	Yarmouth	1	3		4								4
	Total	2,049	866	574	3,489	483	33	7	103	57	112	194	4,478

* Figures for 1911.

TABLE 7.—Summary Statement of Accidents for the Year ending June 30, 1912.

Number.	Name of Railway.	Passengers.			Employees.			Others.			Totals.		
		Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.
		No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
1	Berlin								1	1		1	1
2	Berlin and Northern								1	1		2	2
3	Brantford and Hamilton		1	1									
4	British Columbia	4	158	162	4	44	48	3	24	27	11	226	237
5	Calgary Municipal		1	1				3		3	3	1	4
6	Cape Breton							1	3	4	1	3	4
7	Chatham, Wallaceburg and Lake Erie				1		1				1		1
8	Cornwall												
9	Edmonton Radial							1	26	27	1	26	27
10	Galt, Preston and Hespeler—Leased line—Preston to Berlin		3	3		5	5	1		1	1	8	9
11	Grand Valley												
12	Guelph Radial												
13	Halifax	1	39	40		4	4				1	43	44
14	Hamilton and Dundas		1	1		1	1		3	3		5	5
15	Hamilton, Grimsby and Beamsville		12	12		3	3					15	15
16	Hamilton Radial		12	12		3	3		5	5		20	20
17	Hamilton Street		233	233		4	4	4	116	120	4	353	357
18	Hull												
19	International												
20	Kingston, Portsmouth and Cataraqui		1	1					5	5		6	6
21	Levis County		1	1	1		1	1	1	2	2	2	4
22	London		27	27		9	9		12	12		48	48
23	London and Lake Erie Ry. and Transportation Co.							1		1	1		1
24	Moncton Tramways					1	1					1	1
25	Montreal Park and Island*	1	6	7		2	2	6	3	9	7	11	18
26	Montreal Street*	3	403	406		56	56	27	272	299	30	731	761
27	Montreal Terminal*		3	3		1	1	1	5	6	1	9	10
28	Montreal and Southern Counties												
29	Moosejaw					2	2					2	2
30	Nelson												
31	Niagara Falls, Park and River		8	8		3	3					11	11
32	Niagara, St. Catharines and Toronto				1		1	1		1	2		2
33	Nipissing Central		2	2								2	2

34	Oshawa		1	1		11	11	1		1	1	12	13
35	Ottawa	1	2	3		1	1		28	28	1	31	32
36	Peterborough Radial								3	3		3	3
37	Picton County		1	1					1	1		2	2
38	Port Arthur and Fort William	1	1	2					3	3	1	4	5
39	Quebec Ry., Light and Power Co., (Citadel)		95	95	1	8	9		3	3	1	106	107
40	Quebec Ry., Light and Power Co., (Montmorency)		1	1		8	8	2	4	6	2	13	15
41	Sandwich, Windsor and Amherstburg												
42	Sarnia												
43	Sherbrooke		4	4					1	1		5	5
44	St. John*		5	5		1	1	1		1	1	6	7
45	St. Stephen												
46	St. Thomas												
47	Suburban Rapid Transit							1		1	1		1
48	Toronto	4	895	899		271	271	23	182	205	27	1,348	1,375
49	Toronto Suburban		2	2								2	2
50	Toronto and York Radial		2	2		2	2	2	11	13	2	15	17
51	Windsor, Essex and Lake Shore Rapid								2	2		2	2
52	Winnipeg	1	28	29		2	2	5	21	26	6	51	57
53	Winnipeg, Selkirk and Lake Winnipeg		2	2				1		1	1	2	3
54	Yarmouth												
	Total	16	1,950	1,966	8	442	450	86	736	822	110	3,128	3,238

*Figures for 1911.

APPENDIX.

FOREIGN RAILWAY STATISTICS.

The following Table will afford helpful information with regard to the Railway Statistics of Foreign Countries.

—	Canada.	United States.	United Kingdom.	New Zealand.	South Australia.	Western Australia.	New South Wales.	Queensland.
	1912.	1911.	1911.	1911.	1911.	1911.	1911.	1911.
Miles of line operated	26,727	243,229	23,417	2,742	1,676	2,286	3,713	3,868
Net capitalization.....$	1,588,937,526	14,434,309,000	6,443,557,690	144,085,190	66,401,554	58,496,979	§248,063,217	126,041,026
" per mile of line.....$	59,451	59,345	275,166	52,547	39,619	25,589	52,623	32,586
Gross earnings from operation.....$	219,403,753	2,818,780,000	619,037,907	17,005,019	9,807,219	8,976,172	29,405,398	13,288,093
" per mile of line.....$	8,209	11,589	26,435	6,202	5,852	3,926	7,920	3,435
Expenses of operation.....$	150,726,540	1,935,511,000	382,606,743	11,209,257	5,949,203	5,920,188	17,963,164	7,607,179
" per mile of line.....$	5,639	7,958	16,338	4,088	3,550	2,589	4,838	1,967
Net earnings from operation.....$	68,677,213	883,269,000	236,431,164	5,795,762	3,858,016	3,055,984	11,442,234	5,680,914
" per mile of line.....$	2,570	3,631	10,097	2,114	2,302	1,337	3,082	1,468
Ratio expenses to earnings.....per cent.	69	69	62	66	61	66	61	57
Receipts from passengers.....$	65,048,187	658,772,785	262,581,034	6,897,045	3,137,302	2,903,124	11,610,528	4,664,963
" freight.....$	149,961,140	1,929,335,456	307,987,268	10,107,974	6,435,383	5,619,355	17,449,063	8,623,130
Number of passengers carried	41,124,181	979,101,000	*1,326,316,990	*11,200,613	16,619,953	14,828,603	a60,919,628	*8,299,184
" freight tons carried	89,444,331	1,727,988,000	523,577,178	5,863,674	2,731,357	2,788,203	10,355,565	3,028,659
Miles of single track	26,727	c358,313	10,311	2,761	1,676	2,375	3,761	†4,226
" double track	1,752		f13,106					
" sidings	6,149		14,660			257		
Total train mileage	100,930,271	1,209,330,000	428,600,000	8,141,075	5,855,967	4,963,107	17,006,697	9,367,279
Average receipts per train mile:								
Total traffic.....$	2·18	2·33	1·44	2·09	1·67	1·81	1·73	1·42
Mileage under construction	8,826				290	354	292	1,616
Accidents:								
Killed	568	10,151	g1,062	35	13	13		
Injured	3,780	113,076	g8,342	751	215	114		

	Victoria.	Tasmania.	Cape of Good Hope.	Egypt.	France.	Germany.	Imperial Railways, North China.	India.
	1911.	1910.	1909.	1910.	1908.	1909.	1910.	1910.
Miles of line operated	3,505	474	3,326	1,405	25,117	36,235	603	32,099
Net capitalization $	214,846,433	19,702,681	157,027,512	124,823,765	2,869,268,762	4,048,810,560	49,971,571	1,404,951,360
" per mile of line $	61,297	41,567	47,212	88,842	94,933	111,737	82,871	43,769
Gross earnings from operation $	23,828,222	1,382,681	15,228,063	16,546,988	346,885,135	682,301,280	10,928,242	163,655,040
" per mile of line $	6,798	2,719	4,578	11,777	13,811	18,829	18,123	5,098
Expenses of operation $	14,559,475	1,030,218	10,085,393	9,603,048	200,918,950	481,728,720	3,474,187	86,903,040
" per mile of line $	4,154	2,317	3,032	6,835	7,999	13,294	5,761	2,707
Net earnings from operation $	9,268,747	352,463	5,142,670	6,943,940	6,145,966,926	200,572,560	7,454,055	76,752,000
" per mile of line $	2,644	743	1,546	4,942	5,812	5,535	12,362	2,391
Ratio expenses to earnings per cent.	61	75	66	58	58	71	32	53
Receipts from passengers $	11,460,294	560,543	4,442,970	8,041,548	114,311,146	190,350,960	5,141,402	54,785,280
" freight $	11,960,799	134,295	8,901,625	8,316,632	176,824,527	425,517,120	5,394,226	97,381,440
Number of passengers carried	693,795,806	1,650,455	15,344,717	25,727,045	479,396,175	1,469,639,916	3,239,158	371,580,000
" freight tons carried	4,967,627	439,556	1,350,268	5,532,651	158,165,909	491,024,070	2,752,155	65,600,000
Miles of single track	3,864	474	3,326	1,742	30,224	36,235	603	29,805
" double track								2,294
" sidings	628			448			148	6,473
Total train mileage	12,972,723	1,059,790	7,292,306	8,956,472			2,038,857	132,823,600
Average receipts per train mile:								
Total traffic $	1·84	1·30	2·09	1·85			5·36	1·23
Mileage under construction	211		107		4,001			2,765
Accidents:								
Killed	49							1,857
Injured	829			2,406				1,664

(*c*) Miles of all track. * Exclusive season tickets. (*f*) Two or more tracks. (*g*) Figures for 1910. § Includes workshops and rolling stock. (*a*) Includes 34,806,004 workmen's weekly and season tickets. †358 miles in addition to state owned lines. (*b*) Includes 85,402,235 Metropolitan-Suburban passengers within 20 miles of Melbourne.

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